Vol 6 The War Illustrated No 139

SIXPENCE

Edited by Sir John Hammerton

OCTOBER 16, 1942

BRITAIN'S NEW TANK—the "Churchill"—possesses an astonishing speed and manoeuvrability, and, owing to its powerful armament, can be used as a pill-box. Early models were equipped with the two-pounder gun, but in the light of Libyan experience six-pounders are now fitted, giving this heavy infantry tank formidable fire-power. This photograph shows a "Churchill" moving off at speed after being landed from a tank landing craft during combined operational exercises.

Photo, British Official: Crown Copyright

NO. 140 WILL BE PUBLISHED FRIDAY, OCTOBER 30

ALONG THE BATTLE FRONTS

by Our Military Critic, Maj.-Gen. Sir Charles Gwynn, K.C.B., D.S.O.

FAR from worsening, the situation during the second half of September steadily improved, although there was no outstanding event to mark progress.

The most satisfactory feature was the obvious German discomfiture at the failure to achieve decisive results anywhere on the Russian front, in spite of intensified exertions and reckless expenditure of lives. German spokesmen, unable to hide their disappointment, began to make excuses, and there were rumours of friction between Von Bock and Hitler. Again Russia in her hour of greatest peril has shown signs, not of collapse, but of renewed vitality.

Elsewhere, although the occupation of Madagascar was the only clear-cut success achieved by the Allies, they have held their ground in practically all theatres and have inflicted considerable losses on the enemy. Bombing attacks on Germany are steadily increasing in weight, and covering a wider area. If they have not yet perceptibly affected Germany's immediate war potentiality they must have compelled her to draw heavily on reserves, increased labour difficulties, and made the problem of finding adequate accommodation for large sections of the population during the winter very serious.

If there are as yet no indications where or when the Allies can achieve decisive victory over either the Axis or Japan, the prospects of the enemy gaining further substantial successes have definitely diminished.

RUSSIA Throughout the whole of our period German attacks on Stalingrad increased in intensity. Every expedient was tried: concentration of bombing on small areas to obliterate the defences, bombardment by heavy siege guns, attacks by tanks in mass or infiltrating. All failed to crush the defence, and more and more infantry had to be used in street fighting, where the opponents were so closely locked that bombs and heavy shells could not support the attack for fear of destroying their own troops.

In this class of fighting the Germans met their match; their advance became slower and slower; extravagant, almost desperate, use of reserves failed to increase the rate of progress. Contrary to expectations, the Russians have been able to reinforce the garrison, though I doubt whether the report that they used submerged bridges to cross the Volga can be accepted.

Meanwhile, Timoshenko's counter-attacks from the north against Von Bock's left flank, which at first seemed merely gallant attempts to relieve pressure on the city, and too weak to produce much effect, grew in importance when they also were reinforced. Von Bock could no longer treat them lightly or rely on his despised Italian allies to protect his flank. German troops, including Panzer divisions, had to be employed to meet what had become a dangerous threat.

IN A RUSSIAN VILLAGE these Red Army men are charging through a farmyard, while some of their fellows put up covering fire from behind agricultural implements and military debris left behind by the Nazis in their flight. Scores of "inhabited places" have been retaken recently by the Russians after extremely bitter fighting. *Photo, British Official: Crown Copyright*

From a purely military standpoint, Von Bock must have begun to doubt whether it was really worth expending men and material in the attempt to complete the capture of the city by assault. He had already achieved a great part of his object, for he had practically destroyed Stalingrad as a centre of war industries, and had gained a position which enabled him to interrupt through traffic on the Volga. The attainment of his full object was evidently going to be no easy matter; it would mean further loss of time and might necessitate damaging his own army more than that of his enemy.

If he left an investing force at Stalingrad to maintain the advantage he had already secured, might he not divert the bulk of his striking force to a more worthwhile object? His army pressing in the direction of the Grozny oilfield and the Caspian was held up on the Terek river. By strongly reinforcing it, could he not set it again in motion? During the winter it might well be more important to hold air bases on the Caspian from which shipping, carrying Baku oil and Allied war material from Iran, could be attacked, than to be established on the banks of a frozen Volga. Since his capture of Novorossisk his troops there also had failed to make further progress. Did not they require reinforcements in order to capture Tuapse and thereby further restrict the activities of the Black Sea fleet? Though he had captured Novorossisk the Russians were still in a position to prevent him making use of the port for the relief of the strain on his railways.

Cessation of attacks on Stalingrad would in any case relieve the strain on his communications, and allow him to give more weight to the Caucasus operations.

If Von Bock contemplated any such switch of his main effort, would Hitler consent? The prestige of the Reichswehr was deeply committed, and failure to take Stalingrad, coming after failure to capture Leningrad and Moscow, would provide fresh proof that it was not invincible.

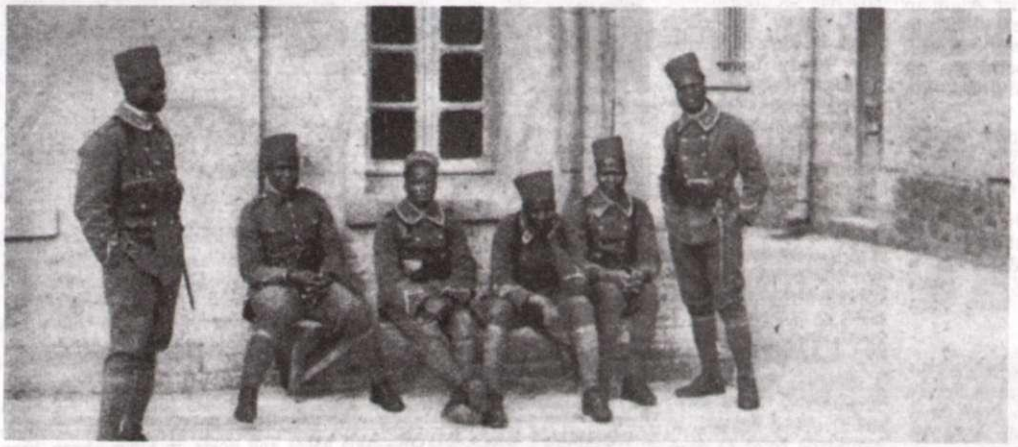
The situation was one that seemed likely to provoke a clash between military and political considerations. The growing strength and success of Timoshenko's counter-attack introduced a new complication. If it developed the weight of a major offensive it might not only relieve pressure on the city, but also make it impossible for Von Bock to reinforce the Caucasus front.

BERLIN had also begun to show increased anxiety about Zhukov's offensive, which had so far only succeeded in maintaining sufficient pressure on the northern sectors of the front to prevent German troops being transferred to the southern theatre. Now Berlin suspected that the offensive had not developed its full strength, and spoke of large Russian forces assembling in the Moscow region.

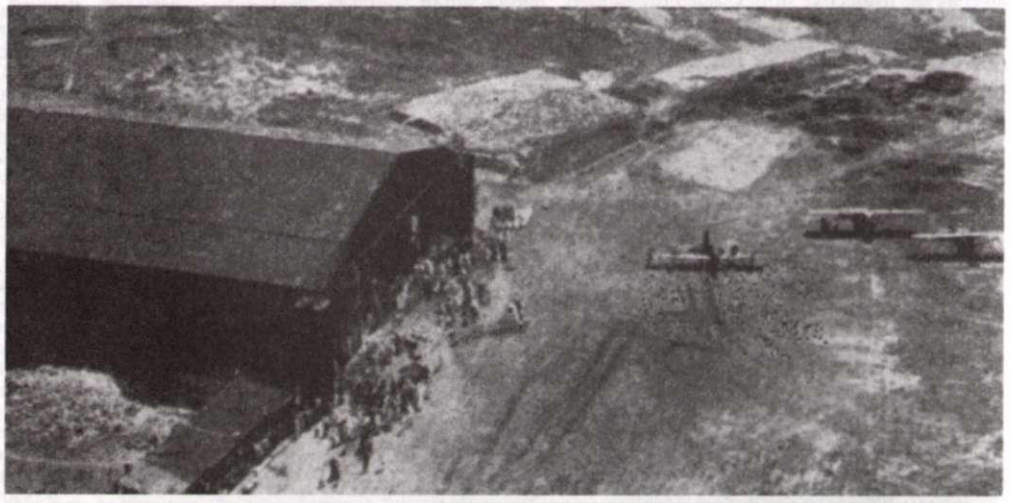
Despite their great successes, the Germans evidently now realize that they have not broken Russia's offensive power. Committed to holding a front immensely longer than that of last winter, they obviously fear that the initiative which the Russians hold

STALINGRAD, the great Russian city for which Hitler's legions under Von Bock have been battling by day and by night for weeks, stands on the Volga, Europe's greatest river and here about a mile wide. German attacks are indicated by black arrows, and Russian counter-attacks by white ones. *By courtesy of The Daily Telegraph*

Madagascar's Capital Now in British Hands

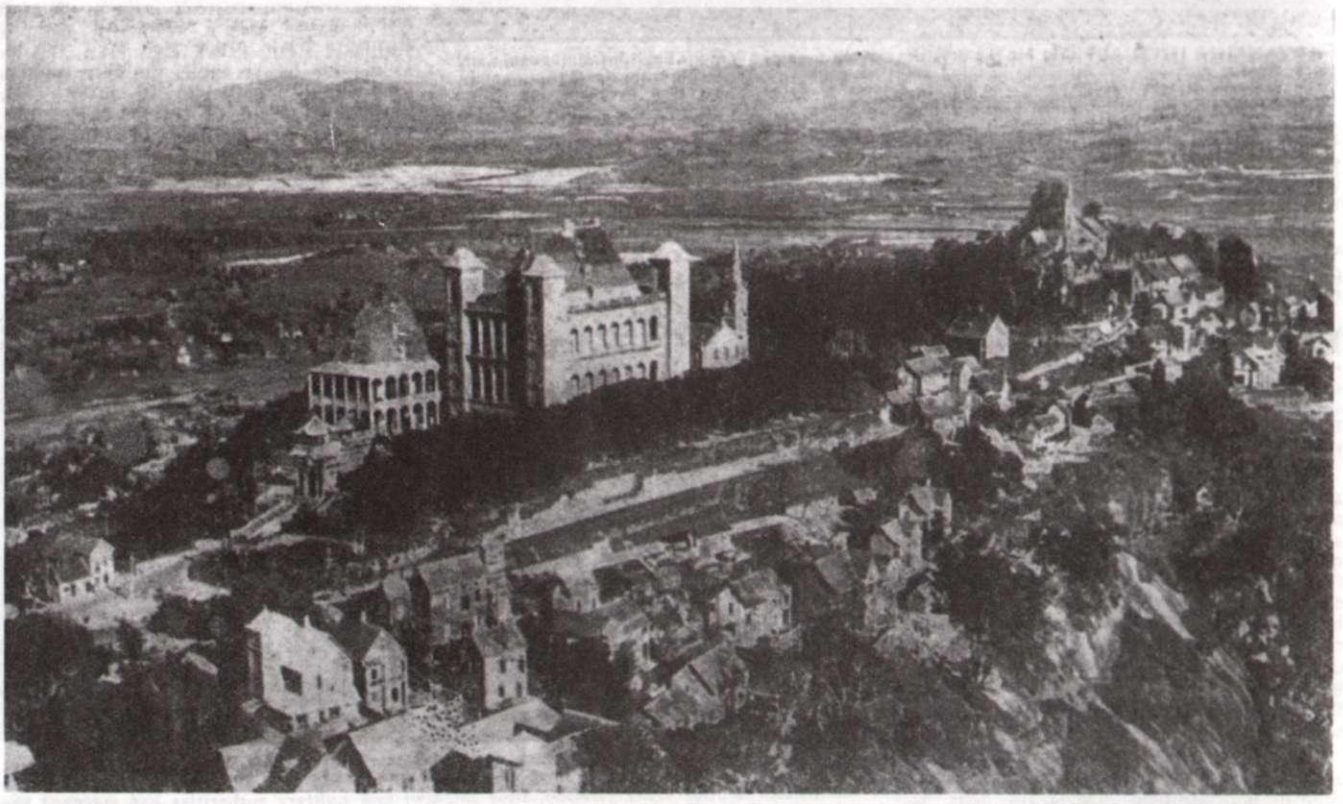


FRENCH COLONIAL TROOPS in Madagascar, some of whom are seen above, very largely composed the strength of the Vichy forces at the disposal of M. Annet, the Governor-General. Right, Gen. Sir William Platt, G.O.C. East Africa, who was in command of the British forces.

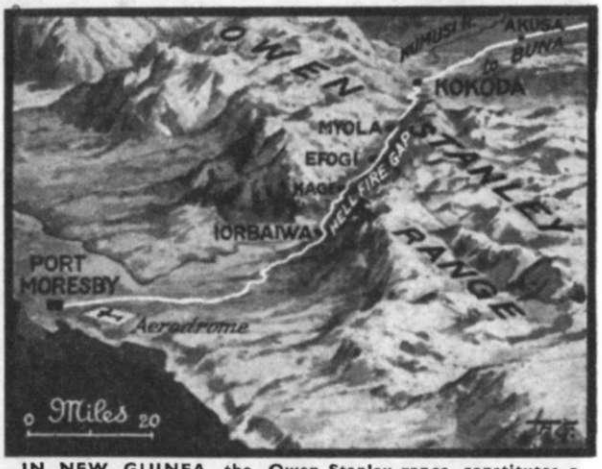


ANTANANARIVO, the chief objective of the British thrusts, was occupied on Sept. 23rd ; below is a view of the city, with the old palace in the centre. Right, airport at Majunga, captured on Sept. 10.

Map, The Daily Express. Photos, Paul Popper, Sport & General, Assoc. Press



Between the Japanese and Port Moresby



IN NEW GUINEA, the Owen Stanley range constitutes a barrier through which the Japanese are attempting to drive down towards Port Moresby on the coast. Allied fighters have heavily attacked the vital trail between Buna and Kokoda.

Devastating air attacks have slowed up Japanese operations in the enemy's thrust towards Port Moresby, capital of New Guinea. Tracks, wharves and supply dumps have been repeatedly pounded. Americans are seen (top) pushing a B25 bomber across an airfield near Port Moresby. In the background are Airacobra fighters. Allied Army trucks plunge down a primitive road, centre left.

Photographed at their Port Moresby base, Australian Bren gun-carriers, each normally manned by four men, are seen, right, ready to go into action. On Sept. 22 it was stated that the difficult supply problem for the enemy had been aggravated by our raids, and that mopping-up operations in Milne Bay had been completed.

Photos, Keystone, Associated Press

east of Leningrad, at Rzhev and to some extent at Voronezh, may be greatly extended.

EGYPT The lull on the El Alamein front, after the defeat of Rommel's offensive, continued until another full moon excited expectations of operations on a larger scale than patrol activities and artillery exchanges.

The lull was, however, to some extent broken by the combined raid on Tobruk on Sept. 13-14 which, though expensive, must have seriously damaged Rommel's supply organization, for Tobruk had become his main base. The raid simultaneously carried out on Benghazi and Barce by a force that had started from Kufra oasis must, if not equally damaging, have been even more disconcerting.

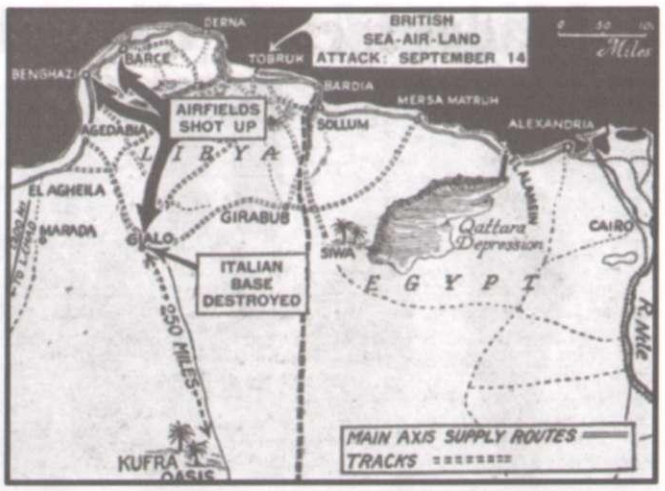
A RAID by a land force 500 miles behind his front is a trouble no general is likely to consider a serious possibility. Now that it has occurred it will probably lead to further dispersion of Rommel's forces, both land and air. The great length of his communications must in any case have necessitated considerable dispersion of his fighting aircraft on protective duties, but now as well he will probably have to employ greater numbers of machines on somewhat wasteful reconnaissance patrols. The raid on the Gialo oasis will not, presumably, affect the communications of Rommel's main forces, but it may have upset his plans if he contemplated an attempt to recover Kufra.

Both the Tobruk and Benghazi raids are a welcome indication of the offensive spirit at Middle East H.Q., although they were mainly harassing operations.

FAR EAST The landing of small contingents, evidently intended to reinforce parties which had taken refuge in the hills, was followed by a larger scale Japanese attempt to recapture the Guadalcanal aerodrome.

The attempt was defeated, but if it had succeeded it would probably have provided an opportunity for a still heavier counter-stroke. The appearance of a strong Japanese naval force, and its retreat when attacked from the air, is not easy to explain; but it seems probably that it was in the neighbourhood ready to take action if the recapture of the aerodrome had been effected, thereby depriving the Americans of a near-by shore-based umbrella. As it was, failure to capture the aerodrome may have made the Japanese unwilling to take risks with their fighting ships.

Japan has lost the temporary liberty of action she secured at Pearl Harbour, and I believe her strategy henceforth will be mainly defensive, aiming at maintaining possession of territory she has secured. For that object her fleet must be kept in being, but ready to accept action only under conditions when she possesses a superior shore-based umbrella. Such offensive operations as she may now undertake will have mainly a defensive purpose and will be carried out by her army and air force without involving risks to her navy. Her operations in Chekiang had that character, and if, despite renewed assurances of neutrality, she attacked Russia, it would be so as to gain greater security against air attack.



ROMMEL'S BACK-DOOR—Axis bases and ports in Libya—have been vigorously attacked by the R.A.F. of late weeks. Our bombers brilliantly backed up the daring attack on the Italian outpost of Gialo made by raiding columns of the 8th Army. *By courtesy of The Daily Express*

Attacks on Australia or India, on the other hand, could not be undertaken without exposing her navy to great risks. Her attempt to take Port Moresby is, I believe, with a view to closing the Torres Straits to Allied counter-offensive operations, and not a step towards invasion of Australia.

The attempt on Port Moresby has been checked for a time at least. The old theory that mountain passes are best defended at their exits has been proved still valid. At the exits the defence has better communications and greater freedom of manoeuvre, while the attacker is still cramped by the mountains. The New Guinea jungle may prevent the advantages thus possessed by the defence being fully exploited, and it would be unsafe to assume that air action will prevent, though it may slow down, the deployment of Japanese forces strong enough to test the defence seriously. There does not, however, seem to be much cause for anxiety.

ADVANCING INTO ACTION for the first time, these men of a famous English County regiment are moving past the wrecked and burning hulks of enemy tanks during a fierce engagement in the Western Desert. Fighting in the barren wastes of Egypt, our troops have adapted themselves magnificently to the difficult conditions prevailing. *Photo, British Official: Crown Copyright*

MADAGASCAR There is little to be said about the Madagascar operations beyond that they were admirably planned and executed.

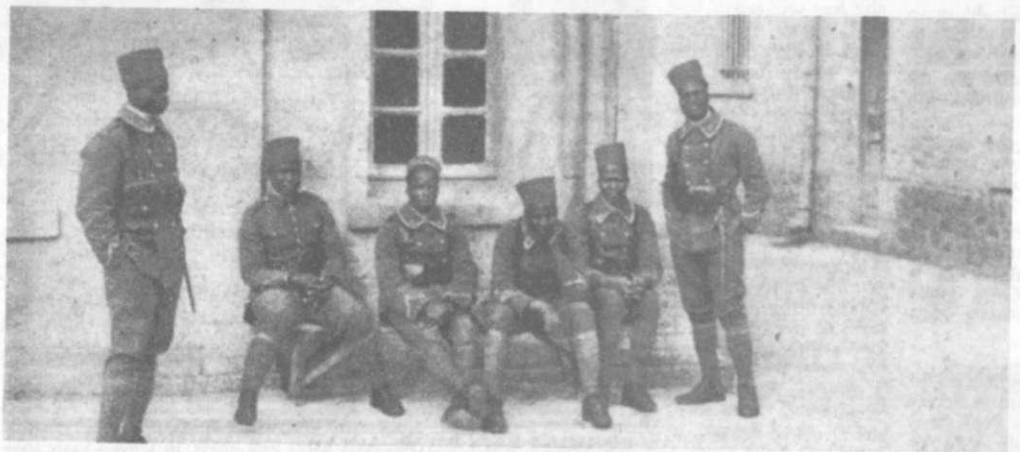
Antananarivo, the capital, was entered by British troops on Sept 23, and the situation was reported to be quiet. M. Annet, the Vichy France governor-general, fled into the interior with a view to maintaining resistance, but it is to be hoped that the French will now accept the terms offered.

WAR AT SEA The successful passage of the Northern convoys was a wonderful feat, and furnishes fresh proof that even the most vulnerable targets under the most unfavourable circumstances can be given a large measure of protection by the Navy and the Fleet Air Arm. The latter has now evidently aircraft of a quality up to requirements.

The menace of the U-boat still remains, and however much it may be reduced it will remain so long as the Germans can find crews to face the desperate risks entailed.

IN MAJUNGA, the important port on Madagascar's west coast, which capitulated to our forces after little opposition on Sept. 10. British officers are seen chatting with the wounded commander of the Vichy garrison, after the civil and military authorities had arranged the surrender of the place. *Photo, British Official: Crown Copyright*

Madagascar's Capital Now in British Hands



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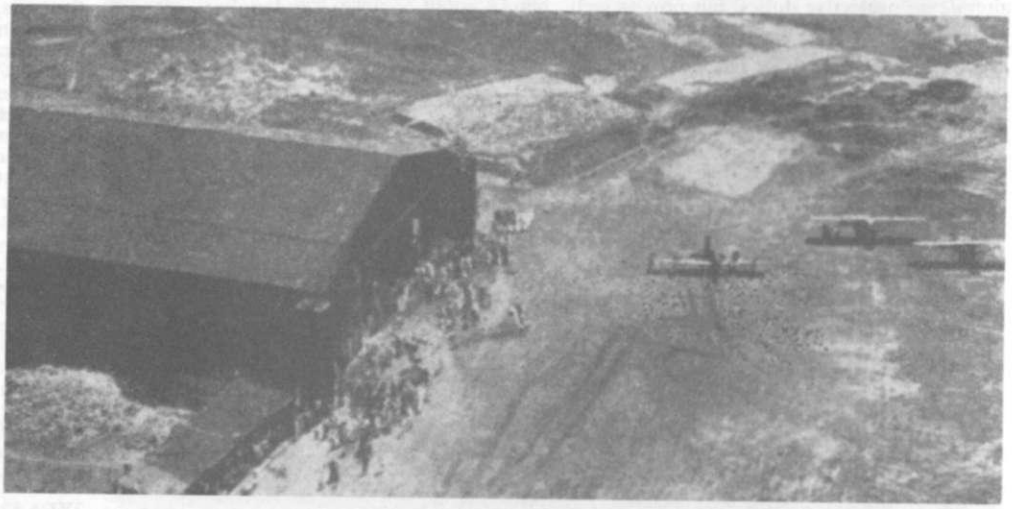

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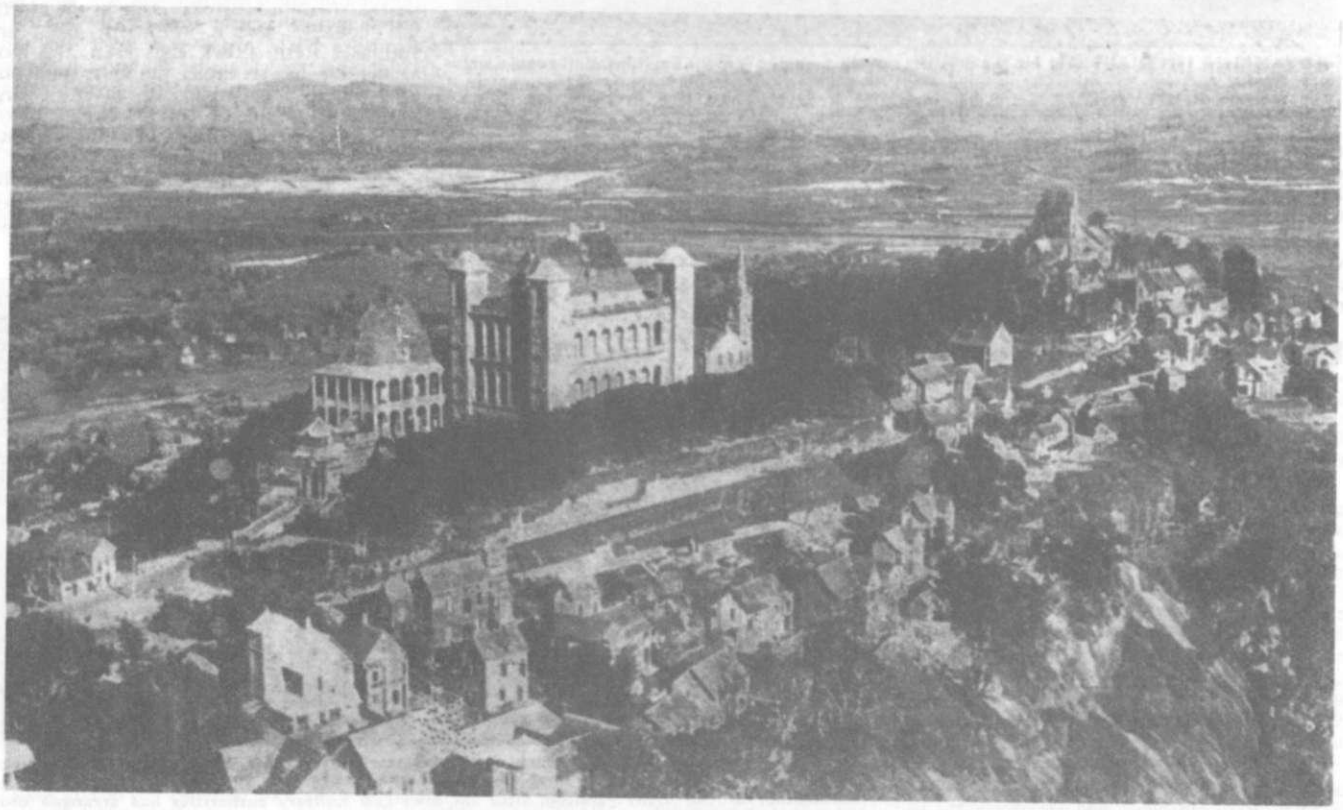

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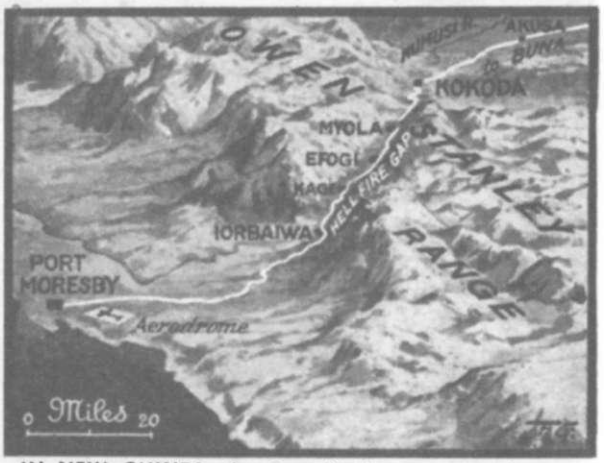

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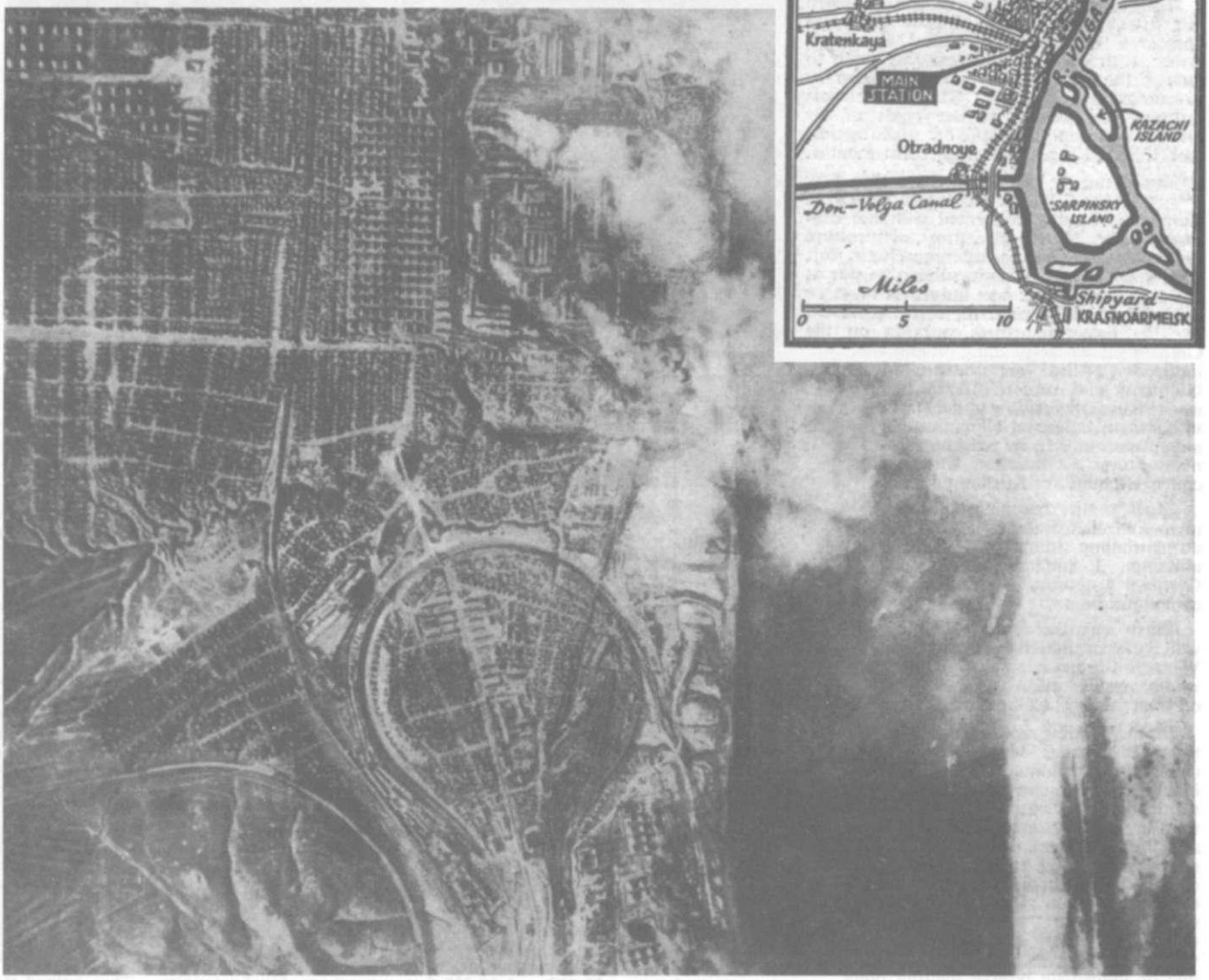
Photos, Keystone, Associated Press

Reds and Nazis in the World's Greatest Battle

SCENES FROM THE RUSSIAN FRONT give a vivid picture of the Caucasus and Stalingrad battlefields. 1, P. Kurkin, 64-year-old Cossack, armed with sub-machine gun, has been awarded the Order of the Red Banner for his bravery. 2, Russian 120-millimetre trench-mortar battery in action. 3, Column of German prisoners captured in N. Caucasus fighting. 4, One of the huge guns with which the enemy bombarded Stalingrad. 5, German troops display the Swastika to intimate to the Luftwaffe that the surrounding area is in Nazi hands and so avoid being bombed by their own airmen.

Photos, British Official: Crown Copyright; Planet News, Topical Press, G.P.U., New York Times Photos

Bombs, Bombs, Yet More Bombs On Stalingrad!



LUFTWAFFE OVER STALINGRAD. An air blitz of the most devastating kind was launched upon the great Volga city in mid-September. Top, picture taken by a German cameraman of the suburbs on the bend of the river; the city itself is in the far distance. Bottom, the city seen from an enemy plane through the smoke of bursting bombs; note the racquet-shaped railway about the hill, and lines running north to Moscow and west to Rostov. The Volga is on the right. *Photos, Associated Press, Keystone. Plan, News Chronicle*

THE WAR IN THE AIR

by Capt. Norman Macmillan, M.C., A.F.C.

THE strategic and tactical employment of air forces for the prosecution of war on land has at present reached a stage of stabilization; although their methods may differ slightly the aim of the use of air power is, with all the belligerents, alike.

In Western Europe British air power is employed mainly to deplete the enemy's war resources in materials and plant. The shooting-up of locomotives by cannon-firing fighters in the occupied area of France and the Low Countries coincides with the German demand for railway engines for military purposes and with Bomber Command's heavy night raids on the locomotive-building plants of Kassel; during this period the American Army Air Force in the United Kingdom raided railway yards in France and Holland by day. It will be clear that these interlocking activities are co-ordinated as the result of preliminary intelligence reports.

But, in the main, the ever-lengthening activities of Bomber Command are directed to the diminution of the submarine menace to the sea communication lines of the United Nations; while Coastal Command is almost entirely engrossed in the more direct pursuit of this object in a hunt for U-boats on patrol.

The present small-scale retaliatory German air attacks against the United Kingdom appear to be linked with their U-boat warfare; their object is apparently as much to attack the supplies for the population as to attack war objectives. That is the most rational explanation of the types of air attacks which the Luftwaffe has made against the United Kingdom during recent months.

THUS it can be said that more than fifty per cent of the air activity over Western Europe is directly concerned with the submarine war. At the same time, air pressure upon Germany has far-reaching effects, for, if Germany is to maintain submarine war at its peak level, other war industries must be depleted to make good the losses sustained by the heavy industries working on the German submarine-building programme. So, indirectly, Allied air pressure on Germany and occupied Europe assists Russia by adding to the strain of German industrial effort; and it aids Russia directly by reducing German power to interfere with sea convoys bound for Russian ports.

Much of the sea-mining of German-controlled waterways is aimed at curtailing submarine activities, although it simultaneously affects German waterborne lines of surface communication.

When regarded in this light, it will be seen that the air war over Western Europe is a war of attrition whose results affect every theatre of war, every sea-lane and every ocean.

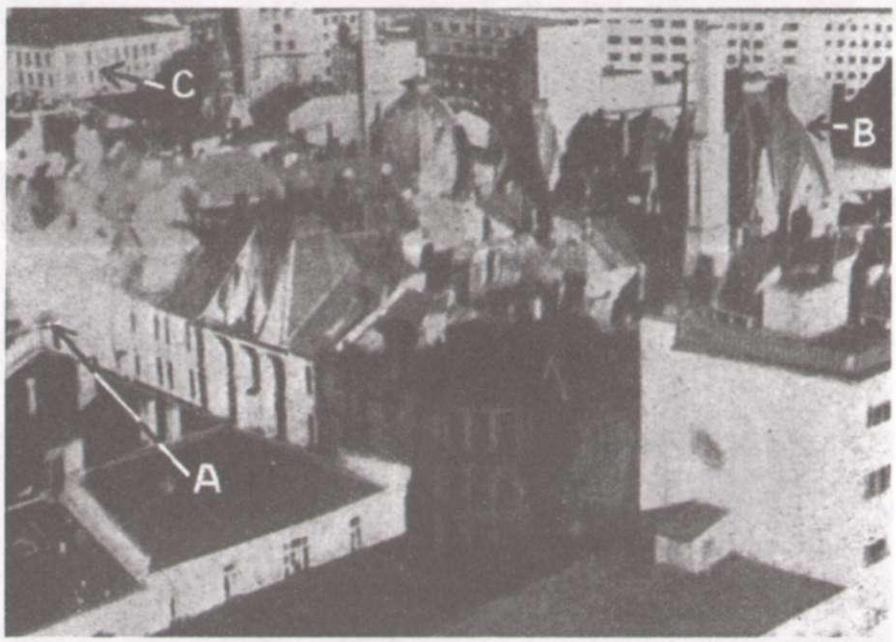
In the fighting zones aircraft concentrations are essential. In quiet periods there is a demand for continuous reconnaissance for intelligence purposes, and there is the need to maintain strategic bombing to endeavour to disorganize the enemy rear bases of supply and lines of communication. Although called strategic bombing, these operations are only strategic in the limited sense of their relation to the disposition of the land forces; by the use of the term "strategic" they are distinguished from the tactical operations which engage from the air the actual front-line or immediate reserve fighting units.

The employment of air power on the fighting fronts has acquired a stabilized technique, but the increasing use of bomber aircraft as army "artillery" and of fighter aircraft as armed "cavalry" has created as great a demand for air power for ground forces as the demand for gun-power in the Great War. Indeed, so great has this demand become among the German forces that it has outstripped the supply of aircraft which the Luftwaffe and German aircraft factories can produce. In consequence, some zones must be left relatively weak to make it possible to strengthen others. The battle for Stalingrad has absorbed a force of about a thousand first-line German aircraft, or about one-fifth of the total first-line strength of the Luftwaffe. That leaves Germany with about 4,000 first-line aircraft to cover the 2,000 miles' length of the Russian front, meet requirements in North Africa, the Mediterranean, Western Europe, and in the Battle of the Convoys. This is a tenuous force to cover such huge military requirements, and to that fact alone can the people of the United Kingdom ascribe the relatively small-scale nature of the raids which they have suffered for many months.

It is certain that this air situation is a serious one for Germany; her only way out is through the defeat of Russia. Hence the ferocity of the struggle in the great plains and among the foothills of the Caucasus.

It seems to me that in this present stage, almost of equilibrium, in the total air war, three important developments are apparent. Two concern the technical development of aircraft. The first of these developments is the struggle for height of operation. The earliest air fighting in France took place mostly below 25,000 feet. Today air fighting takes place up to between 30,000 and 35,000 feet. The turbo-superchargers of the Fortress bombers have enabled them to operate above the most efficient fighting level of German fighter aircraft. Now Germany has applied the lessons. A new version of the Messerschmitt single-engined fighter, the 109G, has been reported from Russia; it has a service ceiling of about 41,000 feet; it is armed with three cannons and two machine-guns. A new version of the Junkers 86 bomber, fitted with two semi-diesel, turbo-supercharger Junkers engines, has been produced which can climb to within two or three thousand feet of 50,000 feet.

THE employment of means to attain great heights will vitally affect the defence, for interceptors may be unable to reach the bomber's operating height fast enough to engage them, and, in addition, bombers flying in the rarefied atmosphere are likely to be considerably faster, and will travel above the effective level of fire of current anti-aircraft guns. But to give them full effect, means will have to be devised to enable the bombers to carry heavier loads than are at present possible at such heights.



GESTAPO H.Q., OSLO, was bombed on the afternoon of Sept. 25, 1942, by four Mosquitos, the new type of twin-engined light bomber now in service with the R.A.F. This brilliant attack, involving a round flight of about 1,000 miles, interrupted a speech which Quisling was making to a national assembly of his party, the Nasjonal Samling. Bombs from our aircraft rocked the University building where the meeting was being held. Sqdn. Ldr. D. A. G. Parry, D.S.O. and Bar (left), whose sixtieth raid it was, led the attack. This photo was taken from the first Mosquito: A, direct hit on Gestapo H.Q.; B, cupola from which our airmen saw the Nazi flag flying. C, the University building. *Photos, British Official: Crown Copyright*

The second technical development is the use of larger and heavier bombs. So far the R.A.F. is ahead of the world in dropping 8,000-lb bombs. But the latest Heinkel 177 heavy bomber can carry at least 8,000-lb bomb load, and it is to be expected that it will be converted to carry a bomb of that size for retaliatory purposes.

CARRYING of greater loads and flying at greater heights are opposed conditions. British search for the first and German search for the second indicate to my mind determination to attack upon the part of the R.A.F., and endeavour to evade upon the part of the Luftwaffe. This is again a pointer to the changing conditions of the ratio of air power. At the same time the R.A.F. cannot ignore the value of high altitude flight.

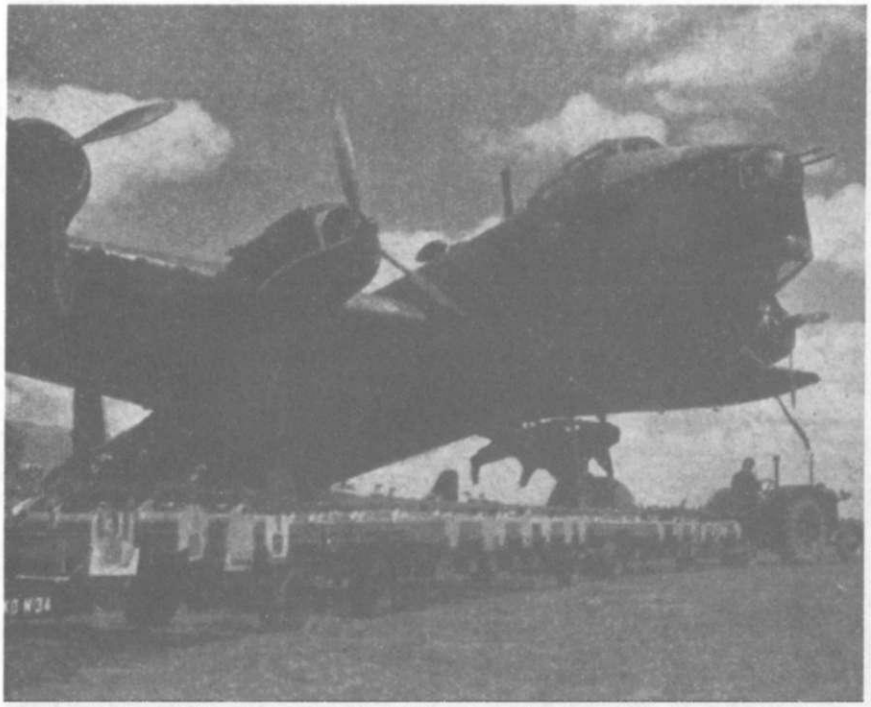
The third, and tactical, development is the increasing use of fighter aircraft to protect convoys when they are out of reach of land-based fighter protection. The Sea-Gladiators have already done well from carriers and from merchant-ships' catapults. They helped the Malta and the Murmansk convoys. Their work is as vital as that of the bombers who blast the submarines and mine enemy waters.

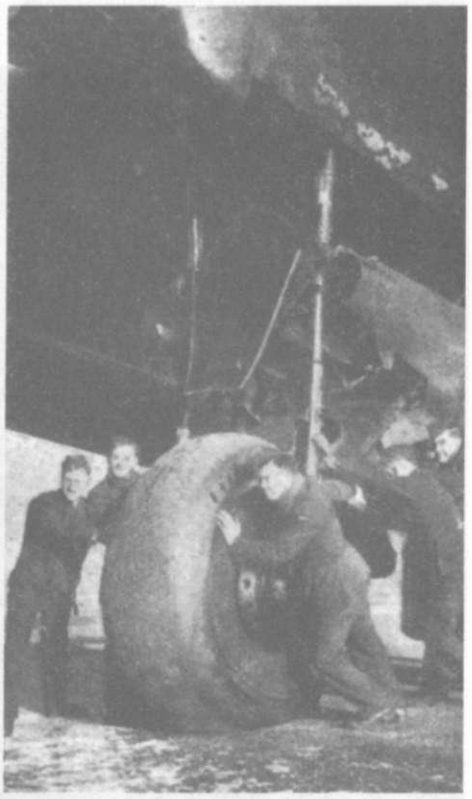
American 'Sky-Troopers' Try the English Air

U.S. ARMY PARATROOPS are among the most rigorously trained fighting men in the world. Numbers of them have been trained in Britain, where their commanding officer is Lt.-Col. E. D. Raff. Their uniform includes ankle-length boots, into which the trousers are tucked, and they wear a silver badge in the form of an open parachute. They carry automatic weapons, mortars, grenades, bayonets and combat knives. They are here seen about to enter Douglas troop-carrying planes.

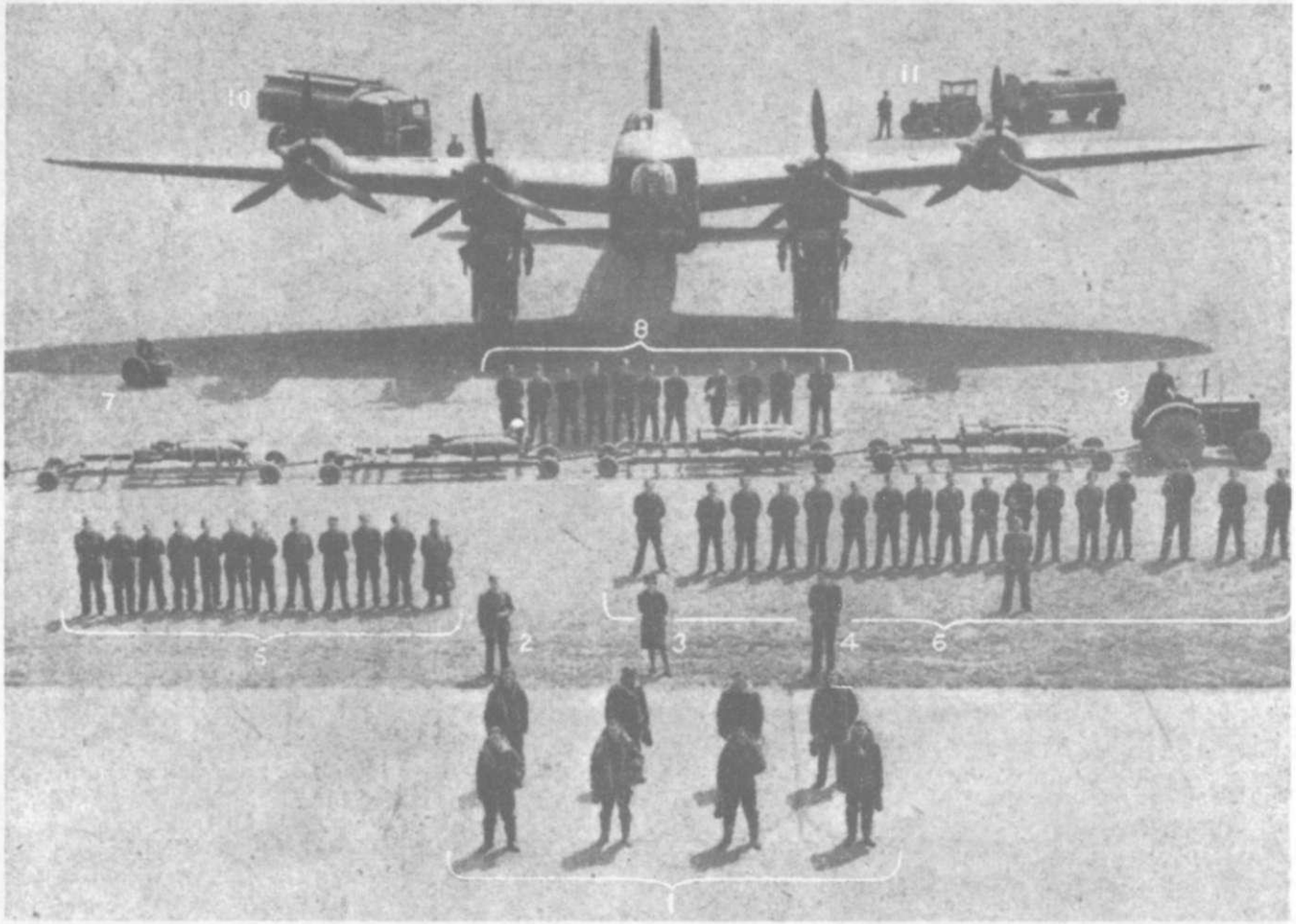
Photo, New York Times Photos

55 Men (And One Woman) to Fly a Stirling





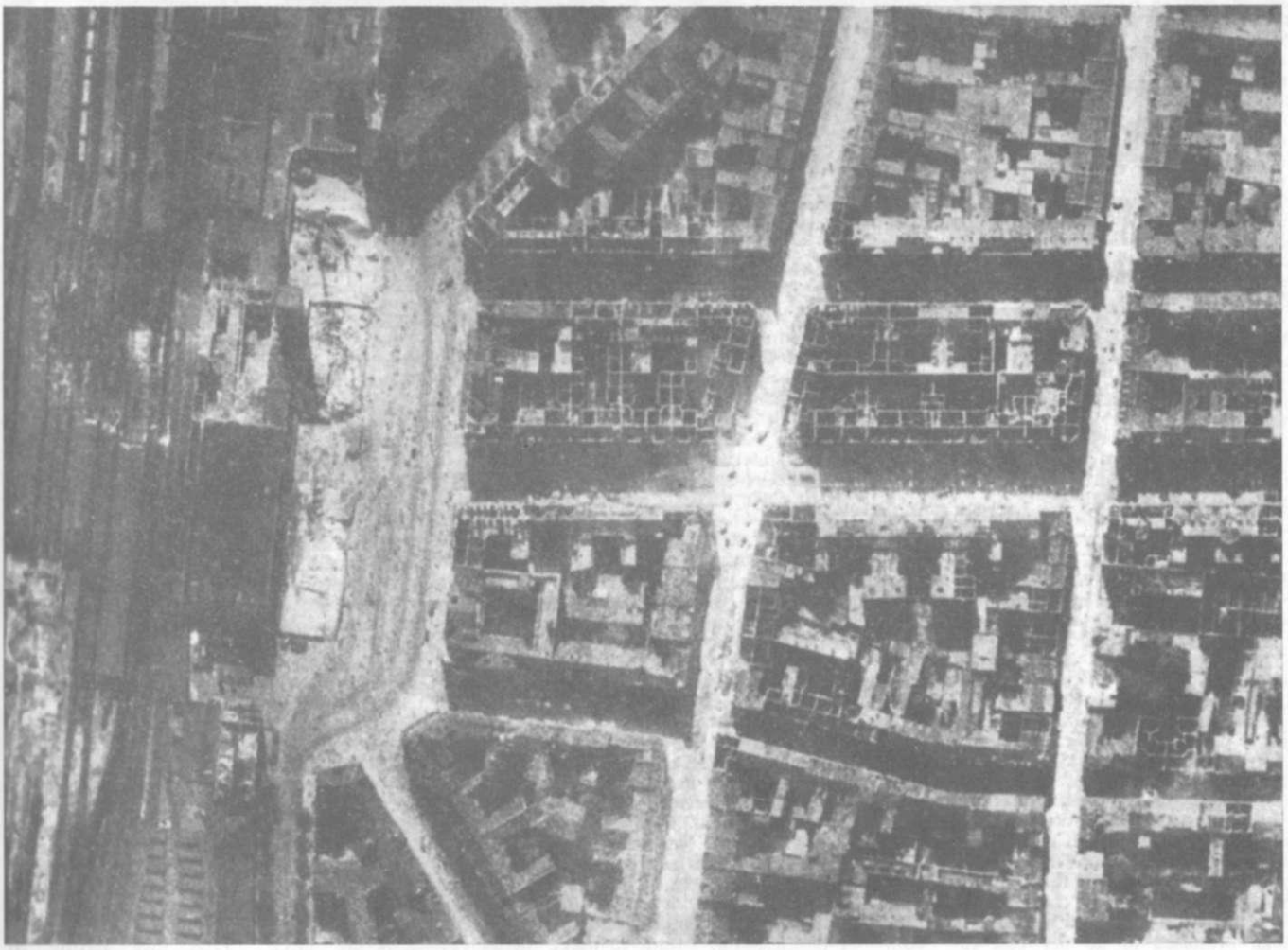
LOADING-UP FOR A RAID ON GERMANY, a giant Stirling aircraft (above) waits for its freight of firebombs. The bomb-train has moved into position, preparatory to its load being fitted into the plane. Members of a ground crew (right) are seen "handling" one of the Stirlings. Some idea of the size of these formidable aircraft can be gained by comparing the height of the men with that of the landing wheel. Stirlings have inflicted enormous damage on enemy war industry.



PERSONNEL OF FIFTY-SIX maintains, services and flies a heavy bomber of the Stirling type: 1, Air crew: Captain, 2nd pilot, air-gunner-bomb-aimer, flight-engineer, observer (navigator), wireless operator, two air-gunners. 2, Flying control officer. 3, W.A.A.F. parachute packer. 4, Meteorological officer. 5, Flight maintenance (12 men). 6, Ground servicing (18 men). 7, Starter battery operated by crew shown at 5. 8, Bombing-up team (11 men). 9, Bomber tractor driver. 10, Petrol bowzer (tank lorry) driver (corporal) with aircraftman 2nd class. 11, Oil bowzer driver.

Photos, British Official: Crown Copyright; Planet News

Yet Again Düsseldorf Was Burnt and Blasted



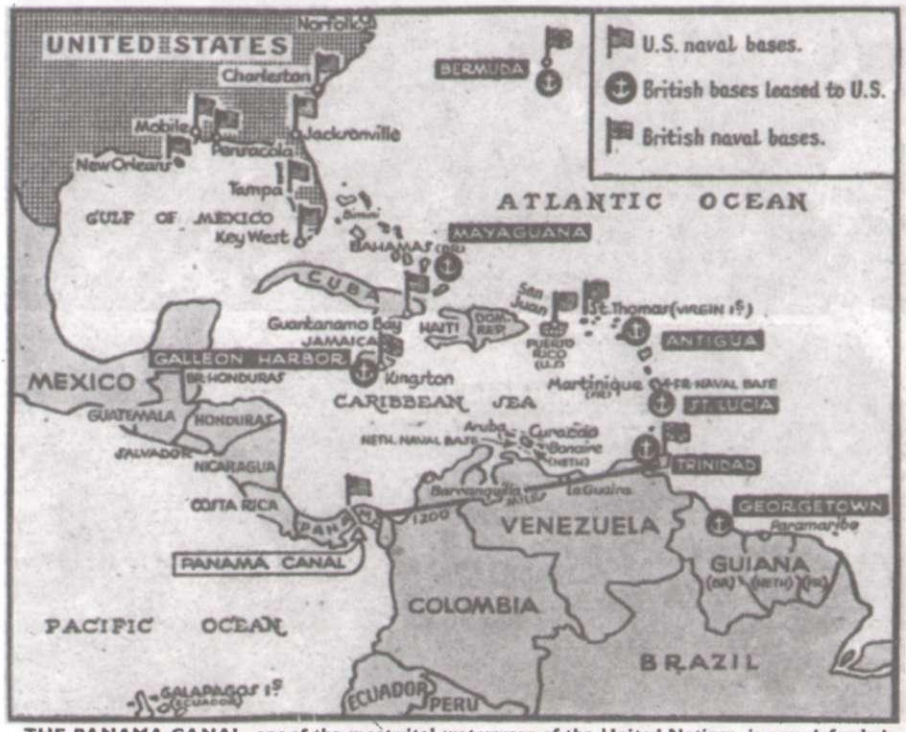
DÜSSELDORF, a vital centre of Germany's war machine, became a veritable furnace on the night of Sept. 10-11, 1942, when R.A.F. bombers made the heaviest and most successful raid yet achieved by Bomber Command on a moonless night. R.A.F. crews are seen (top) before setting off; with them are members of the ground staff. Düsseldorf's main station was severely damaged. On the left of the reconnaissance air photograph above are seen the wrecked railway line and station buildings. Damage is clearly visible over a wide area. *Photos, British Official*

New Links in the Chain of Panama's Defence

Early in September it was announced that Ecuador, although not actually in the War, had agreed to the establishment in the Galapagos Islands, in the Pacific Ocean south-west of the Panama Canal, of strategic bases and airfields for use by the armed forces of the U.S.A. The importance of this concession will be obvious from the following account of the defensive "apron" now surrounding the canal.

Is the Panama Canal better guarded, more strongly defended, than was Pearl Harbour a year ago? We may well hope so, since two bombs on the Culebra Cut (declared a German writer in the Essener National Zeitung a few months before the War), in the mountainous centre of the Isthmus, would render the whole waterway unusable inside ten minutes.

Two bombs! Ten minutes! And the shortest route between Britain and the east coast of North America on the one hand, and the Pacific coast of *all* the Americas, Australia and New Zealand on the other, would have been destroyed. With the Panama Canal closed, if only for a few weeks, shipping would have to take the infinitely longer, and hence more dangerous, route round Cape Horn. (The Panama Canal shortens the route from New York to San Francisco by 6,000 miles, and 3 weeks in time.) More ships, more escorts, more men, *more time*—all these would be required. So let us hope that Panama is not caught napping, like Pearl Harbour, like Clark airfield and Cavite naval base in the Philippines; or unprepared, like Singapore . . .



THE PANAMA CANAL, one of the most vital waterways of the United Nations, is now defended by a vast ring of bases established, as this map shows, on American and British islands in the Caribbean. Now the Galapagos group is being brought into the system. *New York Times*

No one outside the inner circles of the American High Command can say how many guns are pointing skywards along the canal's fifty miles by ten, how many ships of the American fleet are patrolling the ocean approaches to the all-important waterway. But the facts of political geography cannot be so easily hidden, and it is comforting to know that during the last year or two a great protective "apron" of bases, from and to which the American bombers can operate, has been stretched far out into the Atlantic, thus countering that most menacing and dangerous of war's possibilities—surprise.

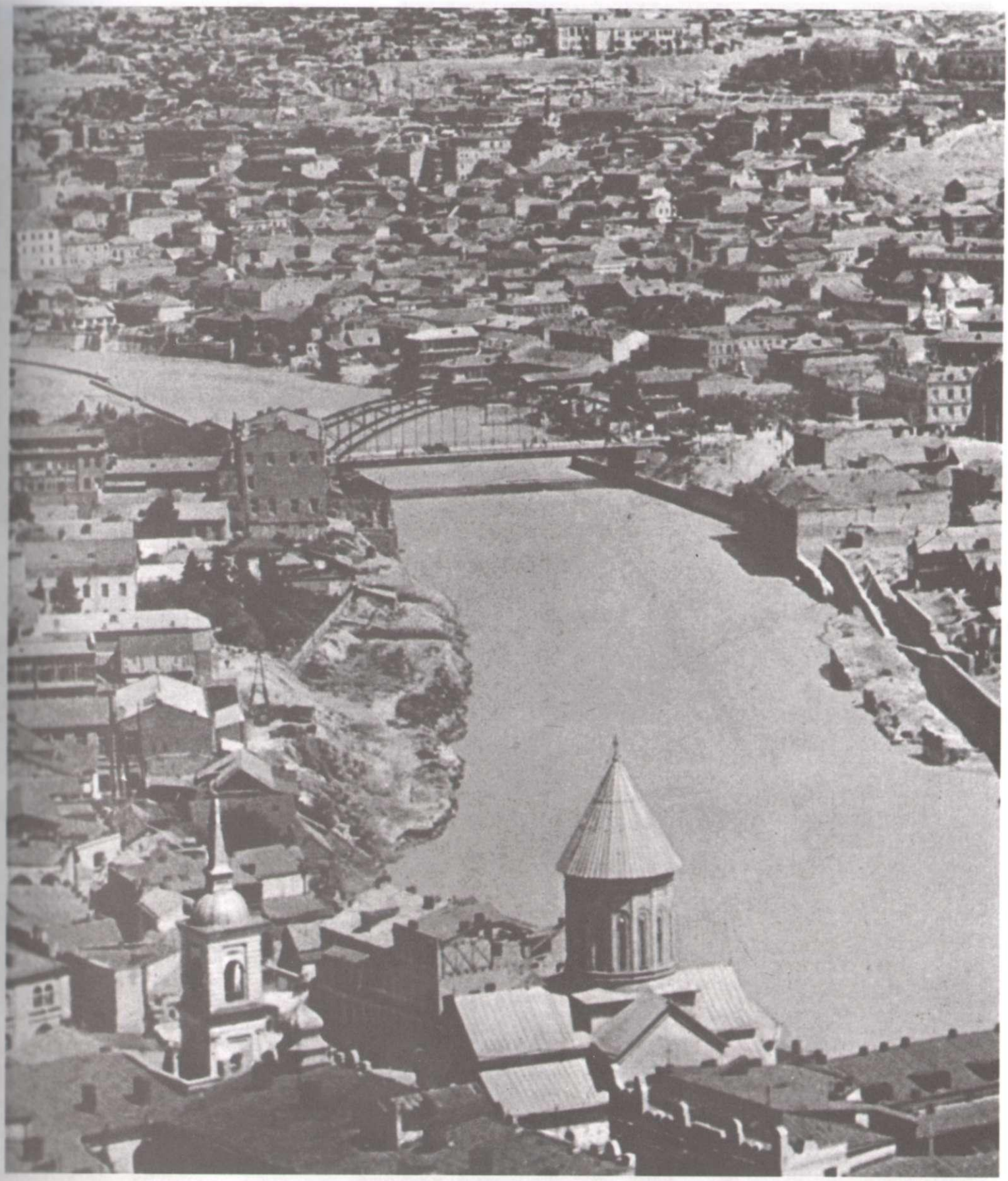
Rather more than two years have passed since the Roosevelt-Churchill deal of American destroyers for British bases was announced (*see* Vol. III, p. 277). By the Anglo-American Naval Agreement of Sept. 3, 1940, it will be recalled, fifty U.S.A. destroyers were traded for bases—or rather for land on which bases could be established—in Newfoundland and Bermuda (in these cases, the land was a gift, "generously given and gladly received"), the Bahamas, Jamaica, St. Lucia, Antigua, Trinidad and British Guiana, in all of which the territories required were leased for 99 years, free of all charges save the necessity to pay reasonable compensation to private property interests. Within a few months of the Agreement 75,000,000 dollars had been allotted to the work of improving the newly-acquired bases, and much of the programme, we may well believe, has been carried to completion. Details are not readily available, for obvious reasons; but it is understood that in Jamaica, for instance, the fleet anchorage at Portland Bight, the Port Royal Dockyard, Galleon Harbour—where 33 square miles, including Goat Island, were comprised in the grant—and airfields in many parts of the island have received attention. The Bahamas were scheduled as an auxiliary or emergency aeroplane base. British Guiana was described as having harbour potentialities ripe for development.

But these bases acquired from Britain tell only part, and that not the most important part, of the story. For many years past—since, indeed, the birth of "Yankee imperialism" at the turn of the century—the U.S.A. has maintained a number of strategic outposts in the Caribbean; and although the "dollar diplomacy" of Roosevelt I has given place to the "good neighbour policy" of Roosevelt II it is still not very wide of the mark to say that the nominally independent republics of Cuba, Haiti and the Dominican Republic in the island of Santo Domingo (Hispaniola), and Nicaragua and Panama in Central America, are all American protectorates to a greater or lesser extent. What has been described as the chief American base in the Caribbean is, indeed, at Guantanamo, at the south-eastern tip of Cuba, which is held on lease from the Cuban government. Then as further links in the Caribbean chain there are the islands of Puerto Rico (American by right of conquest, following the defeat of Spain in the war of 1898) and the Virgin Islands of the U.S., purchased from Denmark in 1917 for 25,000,000 dollars.

On the Caribbean side, then, the Panama Canal would seem to be adequately furnished with a chain or "apron" of protective bases. But what of the other side—that facing the Pacific? Here the most noticeable difference is that there is no great fringe of islands such as links Florida with South America: indeed, the map reveals only one archipelago, the Galapagos Islands, lying on the Equator some 600 miles out from the coast of Ecuador, to which country they are politically attached. They number several hundred, but only twelve are of any size. Albemarle—the largest, 75 miles long—has 600 inhabitants, Chatham 300, and Indefatigible about 100; for the most part the people live on fruit, fish, and game. Dense jungles of mangrove fringe the southern beaches, and elsewhere there are rugged cliffs of grey lava. Inland the country rises to volcanic peaks reaching to nearly 5,000 feet.

According to John Gunther, mail reaches the Galapagos once a month or so; there are no shops, no newspapers, no hotels, no money, no radio. Only naturalists have found it a perfect paradise, so full is it of strange and rare beasts and birds: its name is derived from the Spanish *galápago*, a tortoise, of which there are giant forms in the islands. Hardly a tourists' mecca, it is obvious; but there are harbours in plenty and stretches of fairly level ground which may be converted into airfields. Thus it is that for years past the Americans have had in mind the establishment of bases in the group; Japan is reported to be well aware of their existence and their potentialities; and in 1940 the Sedta airlines, a German-controlled concern in Ecuador, proposed—but the suggestion was turned down, to run a weekly air service between Ecuador and the Galapagos. In May 1941 an agreement was reached for the transfer to Ecuador of several small ships of the U.S. navy which were to be used in patrolling the waters between the Galapagos, Ecuador, and the Panama Canal; but it was only last month that the U.S.A. was granted the right to establish bases and airfields in the archipelago.

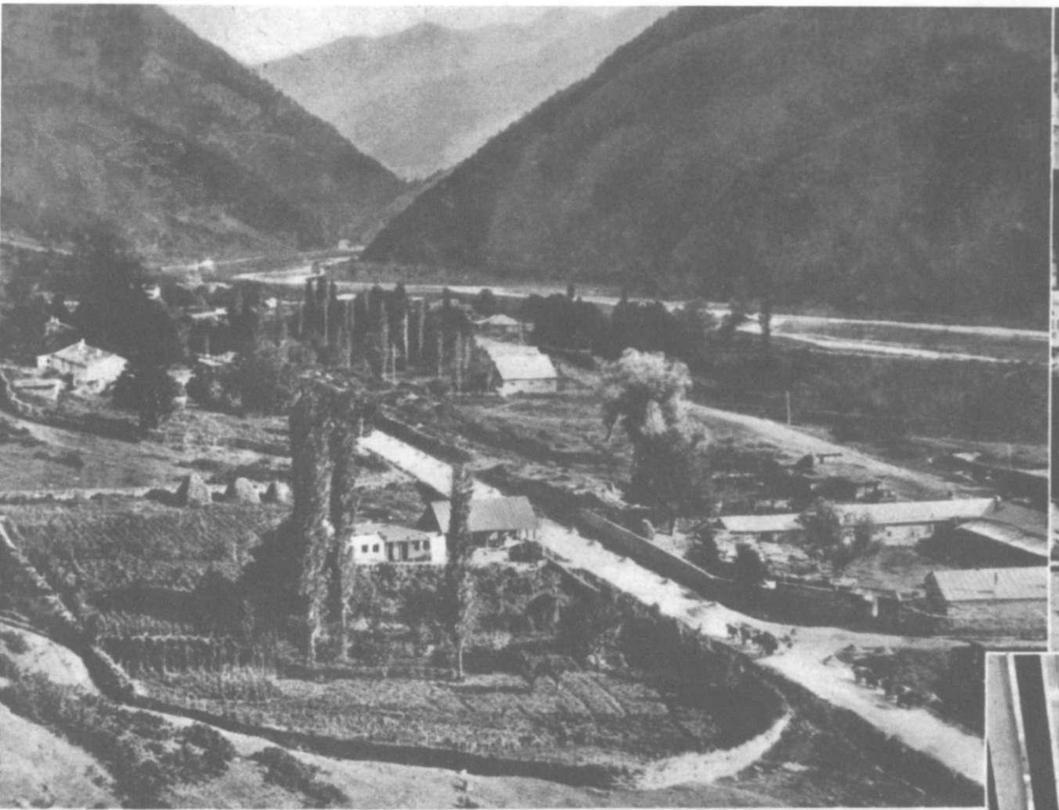
Still the American defence chiefs are not altogether happy. They have yet other plans up their sleeves, and a most interesting one was revealed the other day: the construction of a great highway connecting the southern borders of Mexico with the Canal Zone via the Central American states of Guatemala, El Salvador, Honduras, Costa Rica and Panama—all of which have already given their consent to the project. Strategically, the Panama Road or Highway will be invaluable, since it will permit direct motor transport from the U.S.A. to Panama, incidentally freeing a good deal of American and Allied shipping now plying between the ports in the Caribbean. Some 625 miles of new road have to be constructed, and there is a very tough proposition facing the American engineers in the Darien jungle; but, as the New York Times put it the other day, "We *do* know how to build roads."



Photo, Pictorial Press

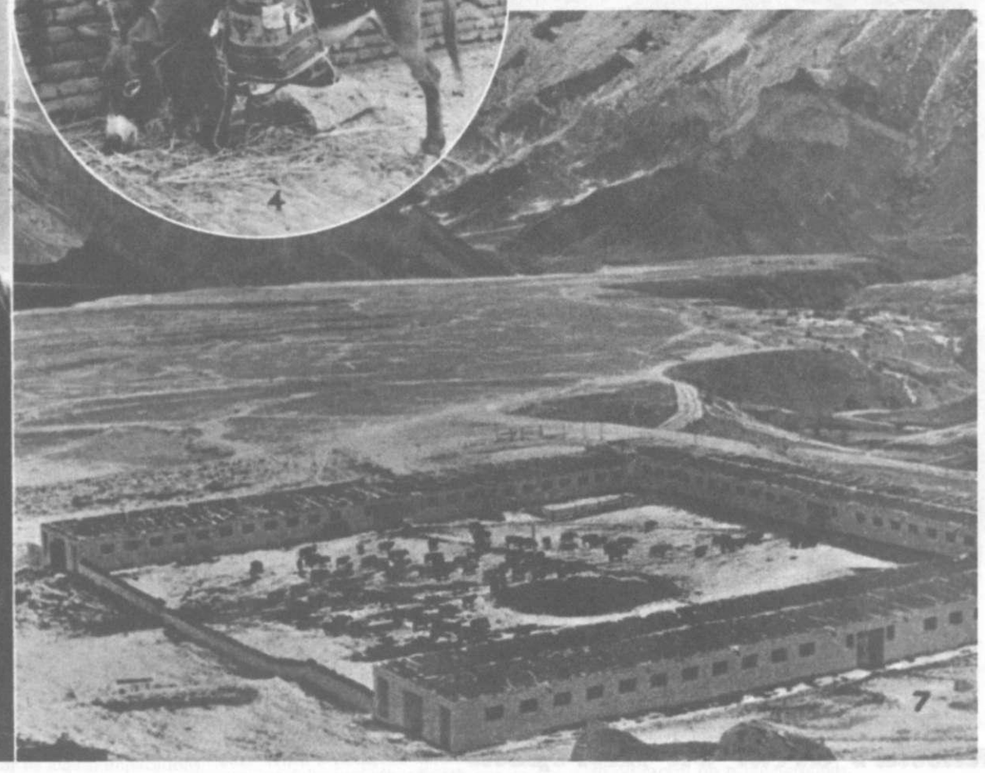
Stalin's Own City in the Caucasus

Capital of the Georgian Socialist Soviet Republic, Tiflis—or Tbilisi as the Russians know it—stands on either side of a rocky gorge carved out by the River Kura. It is the terminus of the Georgian Military Highway crossing the mountains from Ordjonikidze, and through it run the railway and the oil pipeline from Baku on the Caspian to Batum on the Black Sea.



'Twixt the Black Sea and the Caspian

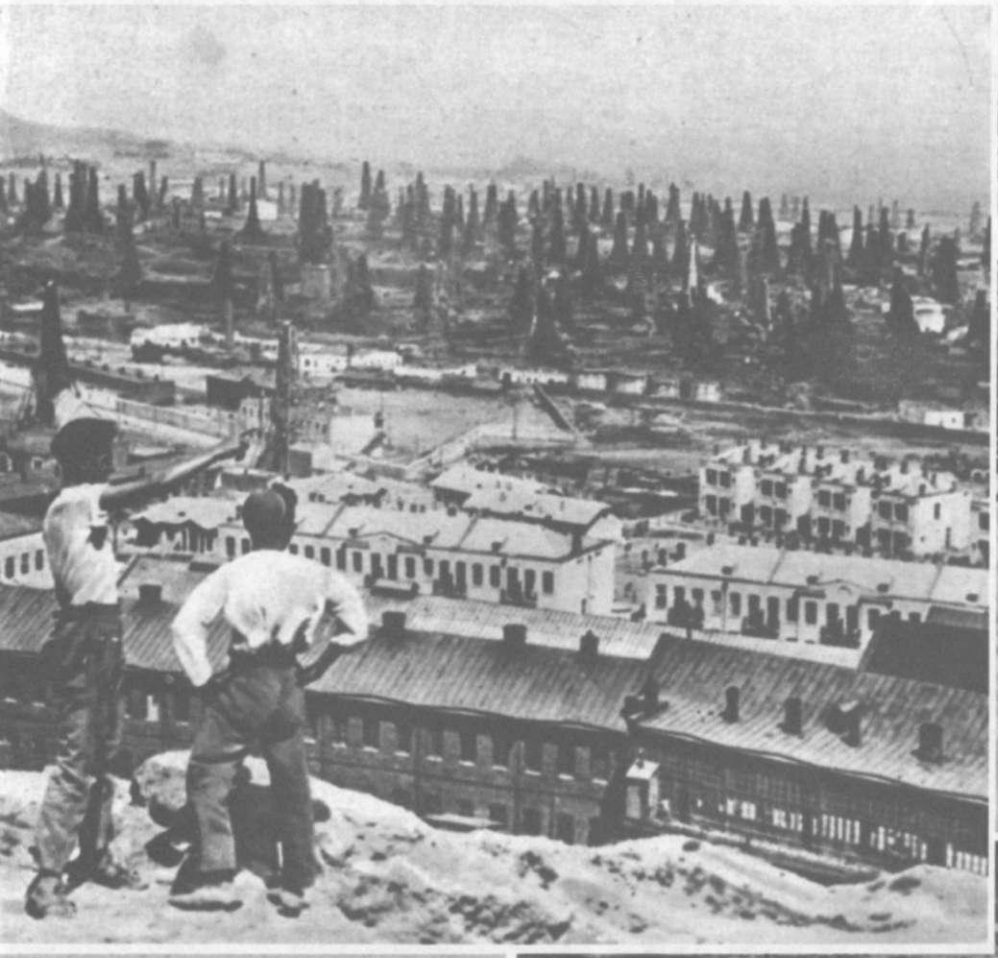
Tremendous mountains—there are eleven peaks higher than Mont Blanc—terrific gorges, forest-clad slopes, make up the Central Caucasus. (1) a view in the Aragva valley. The old town and the new of Tiflis are contrasted in (2) and (3), and another glimpse of Stalin's own city is shown in (4); in the higher regions the country is a formidable wilderness (5).

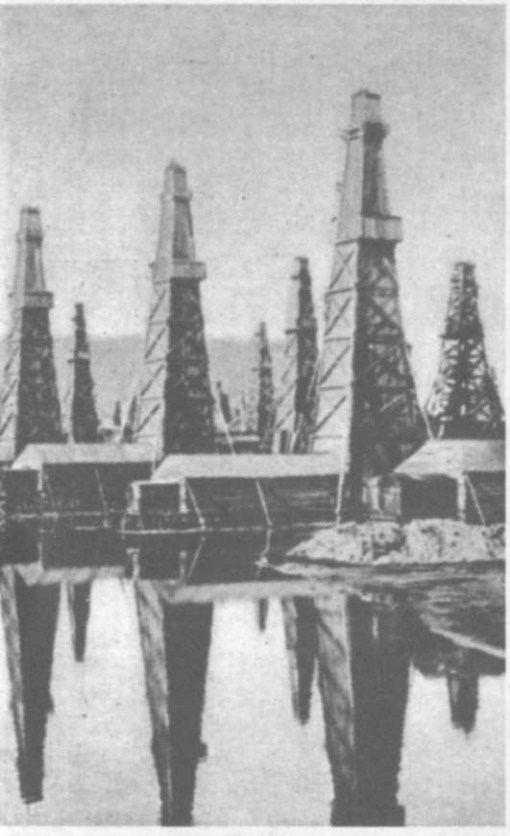


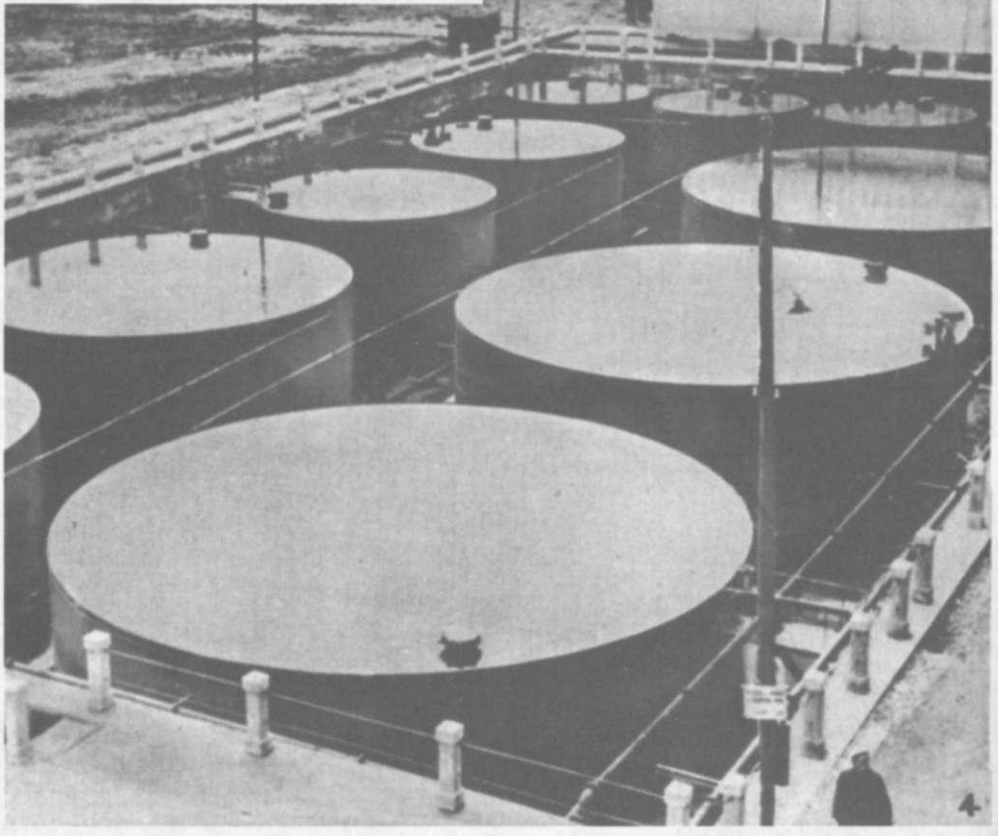
Photos, E.A., Paul Popper

Mountain Barriers to Hitler's Progress

Framed in the schoolhouse window overlooking Kubachi, in Daghestan, these Caucasian schoolgirls are doing their lessons (6); only a few years since theirs would have been a life of ignorance, seclusion and subjection. In (7) we have an aerial view of the cowsheds attached to a collective farm near a Daghestan village—another sign of the Soviet Revolution.







Russia's Great Oil Metropolis

Photos, Keystone, E.N.A., Associated Press

Baku, on the shores of the Caspian Sea, is the oldest and still the most important centre (producing in peacetime 75 per cent of the output) of the Soviet's oil industry. As will be seen from (1), and the nearer view in (2), the town is a forest of derricks. At work in the oily fluid (3), and a few of the tanks in which the precious fluid is stored before export (4).

VIEWS & REVIEWS Of Vital War Books

Liddell Hart on This Expanding War

As a military critic Capt. Liddell Hart is sometimes right, sometimes wrong (though less often wrong than right); but he will have his place in history as the man who did his best to make the War Office understand the importance of mechanized warfare —and was defeated by the serried ranks of senior officers still thinking in terms of 1914.

IN Spain they speak of "the Generals" when they mean the fossil-minded reactionary section of the Ruling Class. We had our Generals in this sense too. Two years in advance of the present war Capt. Liddell Hart wrote in a review article on the defence of the Empire that our first problem was to reduce our needs in military manpower by "remodelling our forces on a new design and seeking to develop new types of force which have more force than the old in proportion to their size." What he had in mind was a New Model army, such as Oliver Cromwell created when the value of cavalry in new conditions of warfare was recognized. Again there were new conditions, created this time by the petrol motor. Again there was urgent need to understand and take advantage of these. Machines must to a very large extent take the place of men.

But our Generals did not like machinery. They had grown up before the civilized world fell under its domination. Their traditions were of the barrack square, the hunting field, the "steadily shoulder-to-shoulder" type of battle. Mr. Hore-Belisha as War Minister listened to Liddell Hart, took his advice, and tried to carry it out. He met with polite, but obstinate resistance. The Generals won.

IN his new book This Expanding War (Faber, 12s. 6d.) Liddell Hart shows how the few men who were keen about tanks received very little encouragement—were, indeed, discouraged, and some of them penalized. It was hoped that Lord Gort, when he became Chief of the Imperial General Staff, replacing a man of antiquated ideas, or of none, would take up a more progressive attitude. He had seemed to favour giving mechanized experts the task of remodelling the Army. But the prospect was not fulfilled. Officers of the mechanized arm were not promoted to posts where their knowledge and keenness would have been of value. These posts remained in the hands of men with 1914 minds.

They had to do a little in the way of preparing to try out the machines they so heartily detested, but, as Liddell Hart puts it, the War Office behaved like the old families which hated the change-over from broughams and dogcarts to motor-cars and, when at last they were forced to make it, "tried to turn their old coachmen into chauffeurs." Young men "who had grown up in the mechanized arm" were needed as leaders. They could have been found, but no search was made for them. The War Office would not "face the fact that successful commanders of the mobile arm have almost always been young men."

> When Seydlitz, that most dynamic cavalry leader of Frederick's wars, was promoted general, his view of the essential conditions of mobile command was shown in his curt comment: "High time, if they wanted more work out of me. I am already thirty-six." If our new army is to be similarly dynamic, the War Office will have to swallow a dose of "Seydlitz powder."

THAT was written nearly a year ago. The lesson is perhaps being learned—but slowly. Quickening the pace of warfare from 2-3 to 20-30 miles an hour "is apparently too large a change for its logical implications to be recognized. The handling of mechanized forces is a radically different technique from that of handling old-style forces. Unwilling to admit the existence of the gulf and leap across it, the Army has preferred to tumble into it."

After Lord Gort's appointment in 1937 the ratio of two armoured divisions to four infantry divisions completely motorized was agreed upon "in principle." This had been very strongly urged upon Mr. Hore-Belisha. He was in favour of it. Lord Gort was believed to be.

> Unfortunately a more conservative attitude prevailed; the reorganization and expansion of the armoured units was postponed, and a decision was taken against the complete motorization of the infantry divisions—instead of all the divisional infantry being mounted in handy-sized trucks, lorries were provided on a scale adequate to move only one-third of them at a time. And when the war came the second armoured division was still only in embryo.

So with our partly Old Model we came up against the Germans, who had their entirely New Model, and we have been suffering for it ever since.

We have suffered, too, from the stupidity of the Baldwin-Chamberlain Government in refusing to tackle seriously the Three-in-one Staff Brain Problem, as Liddell Hart calls it. He means the necessity for a supreme command, such as General Wavell had in the Pacific zone, of sea, air, and land forces. Combination of effort and aim is essential to victory. In The Times, whose Military Correspondent he then was, Liddell Hart wrote soon after British rearmament began (1935) a succession of articles putting this view forward. It received support from many quarters, and was pressed upon Mr. Baldwin so firmly that he was compelled to appoint a Minister for the Co-ordination of Defence.

> But in thus yielding to the public demand he subtly evaded its real point by a clever side-step —too clever to be good for the country's interest. In this vitally important new post was placed the Attorney-General, Sir Thomas Inskip (now Lord Caldecote), which implied that a knowledge of law should suffice to unravel the complex problems of future war. It might have been a good choice, if war had been as slow to change as the law.

That appointment, and the other one of Mr. Burgin to be Minister of Production, handicapped us heavily in the race to be ready for war. When it came, we were not ready. We were woefully behindhand with our preparations. We have been straining ourselves to catch up ever since.

The Germans jumped to the idea of a Three-in-one Staff Brain—perhaps got it from us, for at the very time when the scheme was here reduced to a shadow, they made a striking advance in the same direction. Planning of their combined operations is carried out by a group of specially trained officers, some 30 in number, between the ages of 35 and 50. They go through army, naval and air force training, also through the war production workshops. If they do not give satisfaction they are ruthlessly dispensed with. They planned the combination of the three arms which so quickly and competently completed the conquest of Norway. We worked in separate compartments and were thrown out of the country.

I feel, as I read Liddell Hart, that quickness of mind, that receptiveness to new ideas, that unprejudiced readiness to welcome change if it promises improvement, which in the past has been so lamentably lacking in our army commanders—since the days of Wellington. It was deficiency in imagination that made them hostile to the use of aircraft. When Blériot had flown the Channel in 1909 and the value of an air arm was urged on the War Office, they objected that, even if it turned out to be valuable—which they strongly doubted—"it would destroy the cavalry's function and spoil a great tradition." And we had no statesman big enough to tell them not to be such fools. Or perhaps I should say, no big statesman sufficiently interested in war to stand up to those who were supposed to be professionals at it.

IN that supposition lay the trouble. Few of them were professionals. Men like Wolseley and Roberts were rare. Even Kitchener was more ready to talk about excavations or old china or High Church ritual than about soldiering. They wanted the world to stand still. That is why "the desert of Service history is strewn with the skeletons of pioneers." That is why drill, which once taught soldiers what they would have to do in battle, became "formal or ceremonial, losing touch with reality," and teaching them what they would never have to do except on parade-grounds.

We are changing all this. We have made many advances in the past three years under the lash of bitter experience. But with Hamlet we still plead, "O, reform it altogether!"

HAMILTON FYFE

Capt. B. H. LIDDELL HART, says Who's Who, "informally collaborated with Mr. Hore-Belisha (War Minister) 1937-8, suggesting a programme of reorganization and reforms, of which some 60 were achieved, though many were delayed—in particular measures for the increase of mechanized forces."
Photo, Howard Coster

HITLER'S MILITARY SUICIDE?

IT still seems to me that the prospects of invading the Continent successfully depend, apart from other conditions, on our capacity to create a "New Model" army, radically different from the present pattern—and on our resourcefulness in providing it with new types of sea transportation that will partially free it from dependence on ports.

In default of such a master-key to open the gate, our hopes must rest with the leaders of Germany and their capacity to destroy the strength and morale of the German Army in vain attack—in unavailing pursuit of the victory that they deemed so certain in 1940. They did that in 1918. As Mr. Churchill pointed out in The World Crisis, his analysis of the last war—"it was their own offensive, not ours, that consummated their ruin. They were worn down not by Joffre, Nivelle, and Haig, but by Ludendorff." So there is ground for hope that they may do so again. And the course of the campaign in Russia has given encouragement to that hope. Going farther back, we can at least find a hopeful omen in the fact that this is the same theatre where Napoleon committed military suicide.

What a warning to aggressors it would be if history were not only to repeat itself thrice, but to repeat itself twice in the same place.—*This Expanding War.*

Sweeping for Mines in the Egyptian Desert

SOUTH AFRICAN ENGINEERS are constantly engaged in the Western Desert in the dangerous occupations of laying, sweeping, and detecting the presence of mines. 1, One man is digging out an enemy mine while his colleague continues searching with his detector. 2, Using the detecting apparatus. 3, An engineer has detected the presence of a mine and is pointing out its position to an officer. 4, Sappers advancing through heavy fire and creating a safety lane for troops and tanks by locating mines with their bayonets and then removing them. Minefields have played a great part in the recent fighting.

Photos, British Official

'To the Island Fortress ~ the George Cross'

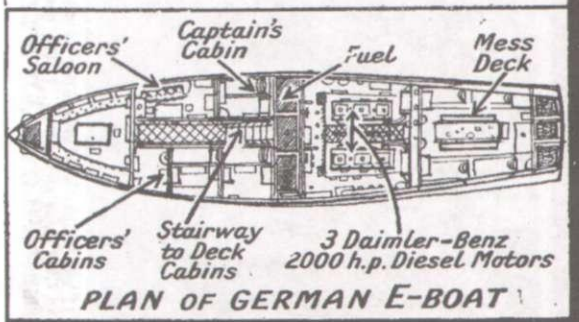
MALTA was awarded the George Cross by King George on April 17, 1942. On Sept. 13 the medal was presented to Sir George Borg, the Chief Justice, by the Governor, Viscount Gort. At the time of its award Malta had had more than 2,000 raids and alerts. 1, The ceremony amid the bombed debris of the Grand Master's Palace in Valetta. 2, Sir George Borg receives the case containing the medal. 3, Written in his own hand, H.M. the King's letter to Malta. 4, Men of Malta's A.R.P. and the special constabulary.

Photos, Sport & General

LIGHT COASTAL CRAFT

Clash at Night in the Channel

Specially drawn for
THE WAR ILLUSTRATED
By Haworth



PLAN OF GERMAN E-BOAT

BRITISH AND GERMAN light naval forces are frequently in action in the English Channel and the North Sea—often by day but more generally at night, when the supply ships and convoys are seeking to make the passage of the narrow seas. Some of the more recent encounters are described in page 246: an attack by British patrols on a German supply ship bound for Cherbourg, a similar action in the Straits of Dover, and a series of clashes off the Dutch coast.

This drawing gives an impression of such a night action, and of the craft engaged. In the centre a German Schnellboot or S-boat ("high-speed boat"), the type referred to in British communiqués as E-boat, is seen on fire, having been hit by gunfire; the crew have unlashed the small dinghy from the deck and are putting off. These vessels are 106 ft. long and broad in the beam. The two torpedo-tubes (A) are the main striking power, but one or two 20-mm. cannon are mounted (B), and the small shells from these can be very damaging to the light hulls of this type of craft. The bridge and navigating cabins are at (C). Accommodation for captain and officers is forward below—see plan inset.

The engine-room crew are emerging from the hatch (D). The boats are mostly propelled by Diesel engines.

Another type of which mention is sometimes made is the German R-boat (Räumboot), or motor-minesweeper.

In the foreground a British M.T.B. is seen travelling at speed and discharging one of its torpedoes. These motor-boats are rather similar to the Schnellboote, but are usually about 70 feet in length and capable of greater speed. The captain and crew are seen tensely watching the result of their manoeuvre. Interesting features to be noted are the life-rafts (E), searchlight (F), twin gun-turret (G), and depth charges (H). The powerful engines, which give the vessel a remarkable speed of 40 to 45 knots, are below the hatches (J).

In the background is seen a British motor-gunboat of a later type. These are of similar length to the German S-boats, but less beamy; they mount a heavy armament of pom-poms and machine-guns.

A third type, not illustrated here, is the British motor-launches; these are used chiefly for coastal convoy work.

THE WAR AT SEA

by **Francis E. McMurtrie**

IN attacking the convoy which reached North Russia last month the Germans for the first time on that route made use of torpedo aircraft, besides large numbers of other types. In spite of this exceptional concentration of force, the convoy got through to its destination with losses which cannot have been unduly severe, since it has been officially stated that it delivered to Russia the largest quantity of munitions yet transported in a single voyage from Britain and the United States.

Moreover, there is no doubt the enemy's losses were very heavy: indeed, even the Berlin commentators described them as "painful." This was undoubtedly due to the exceptional strength of the escort provided. Not only did it comprise 75 warships of all types, from battleships and aircraft-carriers down to destroyers and minesweepers, but the Fleet Air Arm contingent included a number of Sea Hurricanes. These, it is understood, resemble the Hurricane in their main features, but have folding wings and a modified undercarriage to enable them to operate from aircraft-carriers. They did great execution amongst the enemy air squadrons, while their own losses were light. Only four fighters became casualties, and the pilots of three were saved.

New badge now worn by all officers and warrant officers qualified as Observers in the Fleet Air Arm.

Comment on these facts has not always been well informed. It has been suggested that "lack of understanding" of air power in the Royal Navy has been the cause of inferiority of equipment in the Fleet Air Arm.

No one who is in touch with naval affairs as they are administered today is likely to accept that view. On the contrary, the Navy is only too eager to utilize all the improved equipment that it can get; but up to now the demands for aircraft for other purposes—bombing Germany in particular—have been paramount. It is to be hoped that the supply to the Fleet of Sea Hurricanes is merely an example of what may be expected now that the production of aircraft is mounting towards a level where the requirements of all the Services can be met without stint.

Experience with convoys in this war, both in the Mediterranean and on the route to Russia, agrees with the lessons taught in former conflicts. As enemy attacks become more formidable, so must the strength of the escorts be increased, until a point is reached where the assailants lose so heavily that they are likely to be deterred from venturing near a convoy unless weather or other circumstances are exceptionally favourable.

It is only recently that we have had enough warships to spare to give really adequate protection to every convoy. Even now it must place a strain on the available force to provide escorts in the required ratio.

IN the raid on Tobruk, on Sept. 13, our naval losses included two big destroyers with fine fighting records—H.M.S. Sikh and Zulu—two motor torpedo-boats and a motor launch, besides a party of Royal Marines who were landed to carry out demolition work. In default of a completely detailed account of the operation, one must be sparing of criticism, but it is devoutly to be hoped that the destruction done ashore was such as to be well worth the losses incurred. It is to be feared that until the Army is able to regain its lost ground and drive the enemy back to Benghazi or beyond, any naval undertaking within close range of the North African coast must be a hazardous one. Apparently the "air umbrella" cannot in present circumstances be relied on to keep off all enemy attacks, though, compared with Crete, cooperation has vastly improved.

It is worth while speculating on the difference that a really big Naval Air Service, such as existed up to April 1, 1918, would have made to the fortunes of the present war at sea. It was not until July 30, 1937, that the unfortunate decision taken in 1918 was to some extent reversed, and the responsibility for the administration of all ship-borne aircraft restored to the Admiralty. To this day, however, responsibility for the supply of aircraft and equipment rests with another department.

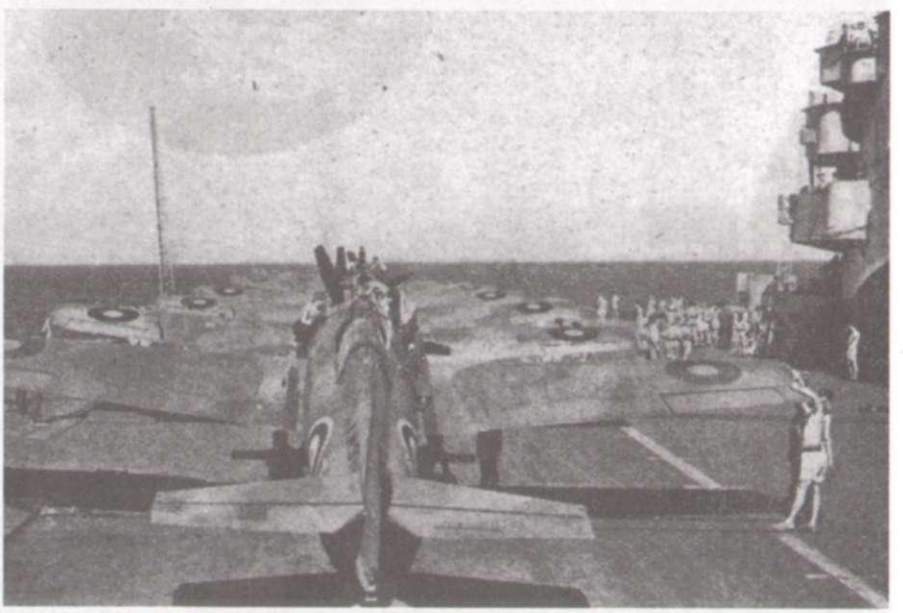
WHEN war began the newly emancipated Fleet Air Arm was still very far from fully developed. Immense credit is due to its gallant and highly efficient personnel for the wonders achieved with machines and equipment which in quality left much to be desired. In Norway a magnificent fight was made against heavy odds. As the Rear-Admiral commanding Aircraft Carriers reported at the time, "our fleet aircraft were outclassed in speed and manoeuvrability, and it was only the courage and determination of pilots and crews that prevented the enemy from inflicting far more serious damage."

At Taranto on Nov. 11, 1940, the Fleet Air Arm gave the enemy a still more striking demonstration of its capabilities, the Italian fleet being crippled by a torpedo attack made in the moonlight by aircraft from H.M.S. Illustrious and Eagle. Six months later it was aircraft from the Victorious and from the Ark Royal that struck at the Bismarck in weather which in normal circumstances would have been regarded as too bad for flying, and disabled her to an extent that determined the issue. At the battle of Cape Matapan our battle squadron would never have overtaken the Italians had they not been delayed by the attacks of naval aircraft from the Formidable.

1st Offr. W. PRANCE, who has been awarded the Soviet decoration of "War for the Fatherland", (1st degree), in recognition of his brilliant work in connexion with convoy services to Russia. He made three hazardous journeys to Russia, carrying guns and tanks.
Photo, Topical Press

Had not the natural development of the Royal Naval Air Service been arrested in 1918, we might by 1939 have had an adequate force of first-line aircraft carriers, with the necessary aircraft, equipment, and personnel. With such a force at our disposal the damage inflicted on the enemy navies might well have been decisive, while disasters such as the sinking of the Prince of Wales, Repulse, Hermes, Cornwall, and Dorsetshire need never have occurred.

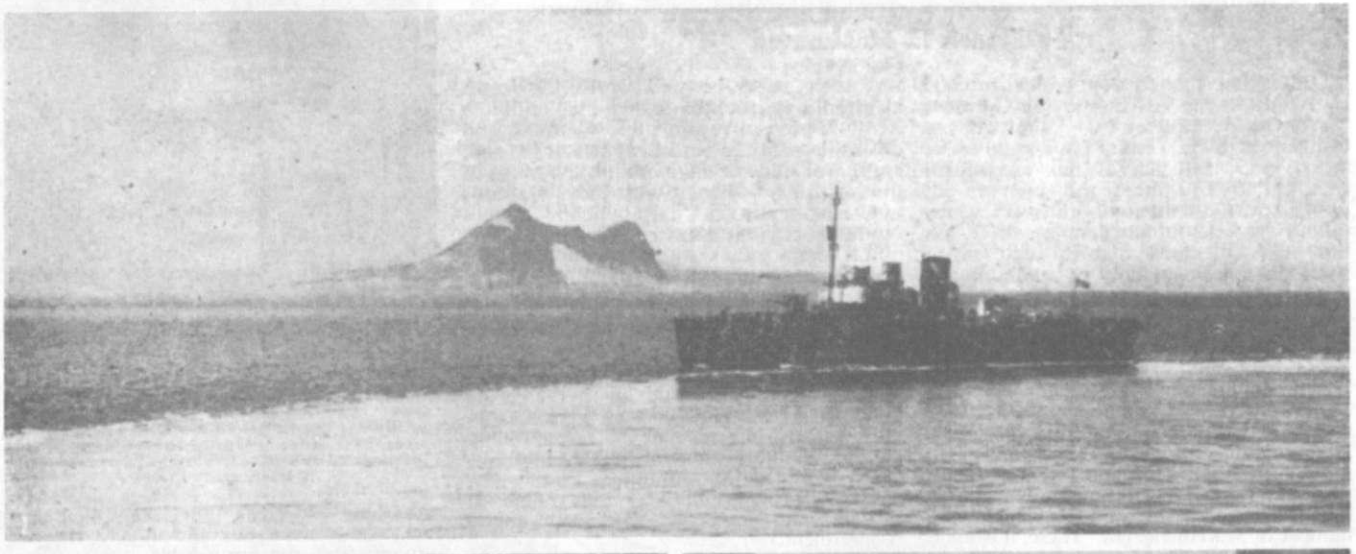
OUR great ally, the United States, and our most formidable foe at sea, Japan, have each been wise enough to maintain a powerful Air Service as an integral part of the fleet. It was this that enabled the Japanese to carry out the shattering attack on the U.S. fleet at Pearl Harbour last December. Similarly, the American recovery from this blow and the swift counter-strokes off Midway Island and elsewhere are to be attributed to the possession of an Air Arm which is both heavy and far-reaching. These facts are nowhere better appreciated than in the Royal Navy, which does not despair of obtaining, before the War ends, the additional air strength which it lacks.

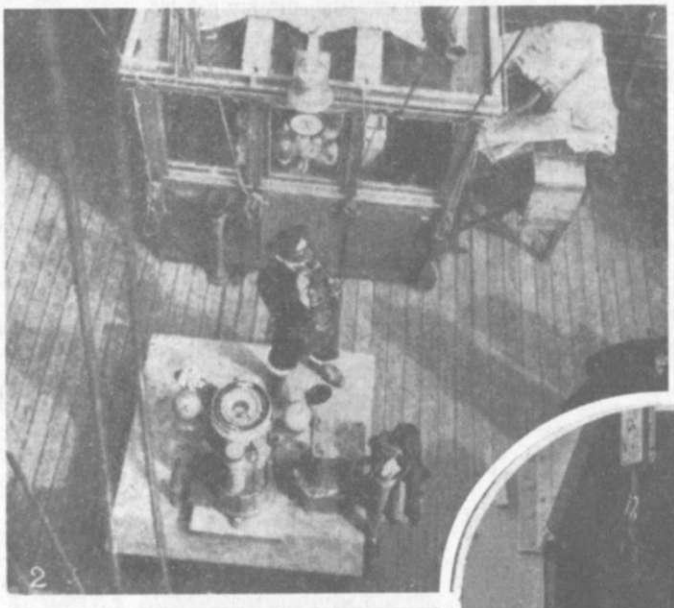


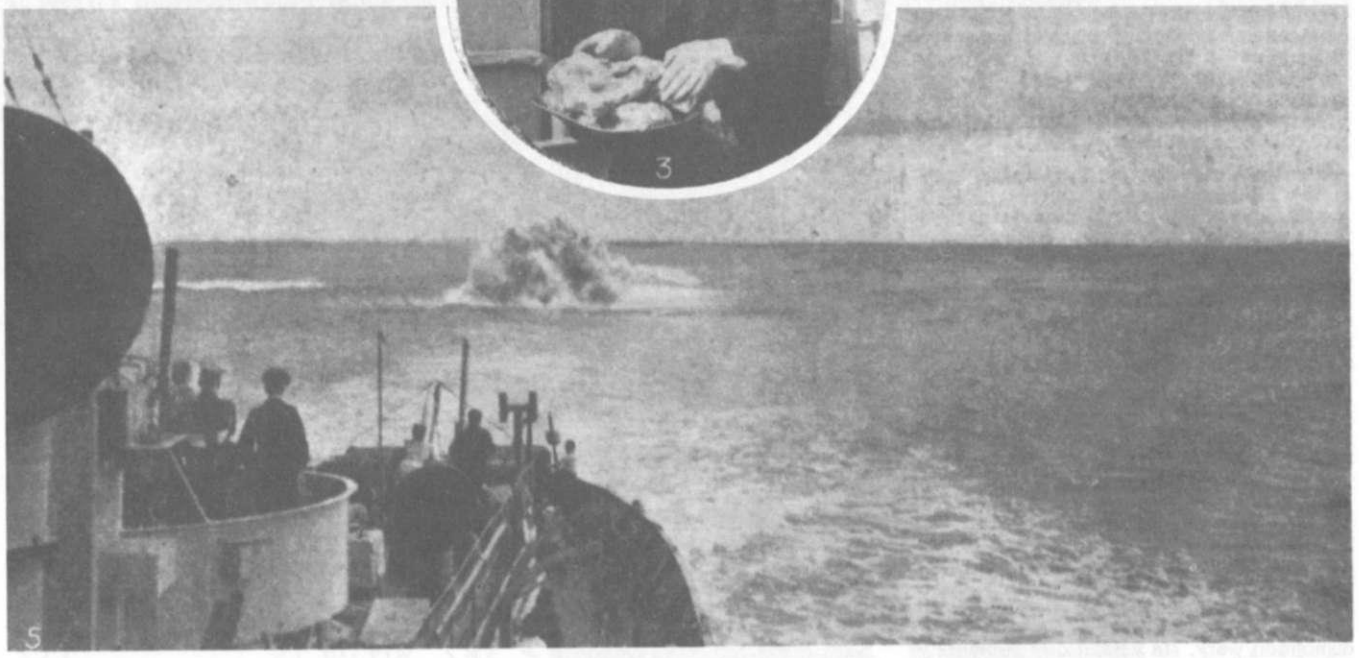
ON H.M.S. FORMIDABLE'S FLIGHT DECK—Grumman Martlet aircraft are ready for taking off. Completed in 1940 the Formidable belongs to the Illustrious class, and has a displacement of 23,000 tons. This famous British aircraft-carrier's complement is 1,600, and she carries sixteen 4·5-inch (dual purpose) guns.

Photo, British Official: Crown Copyright

Grand Fellows, the Men Who Guard the Convoys

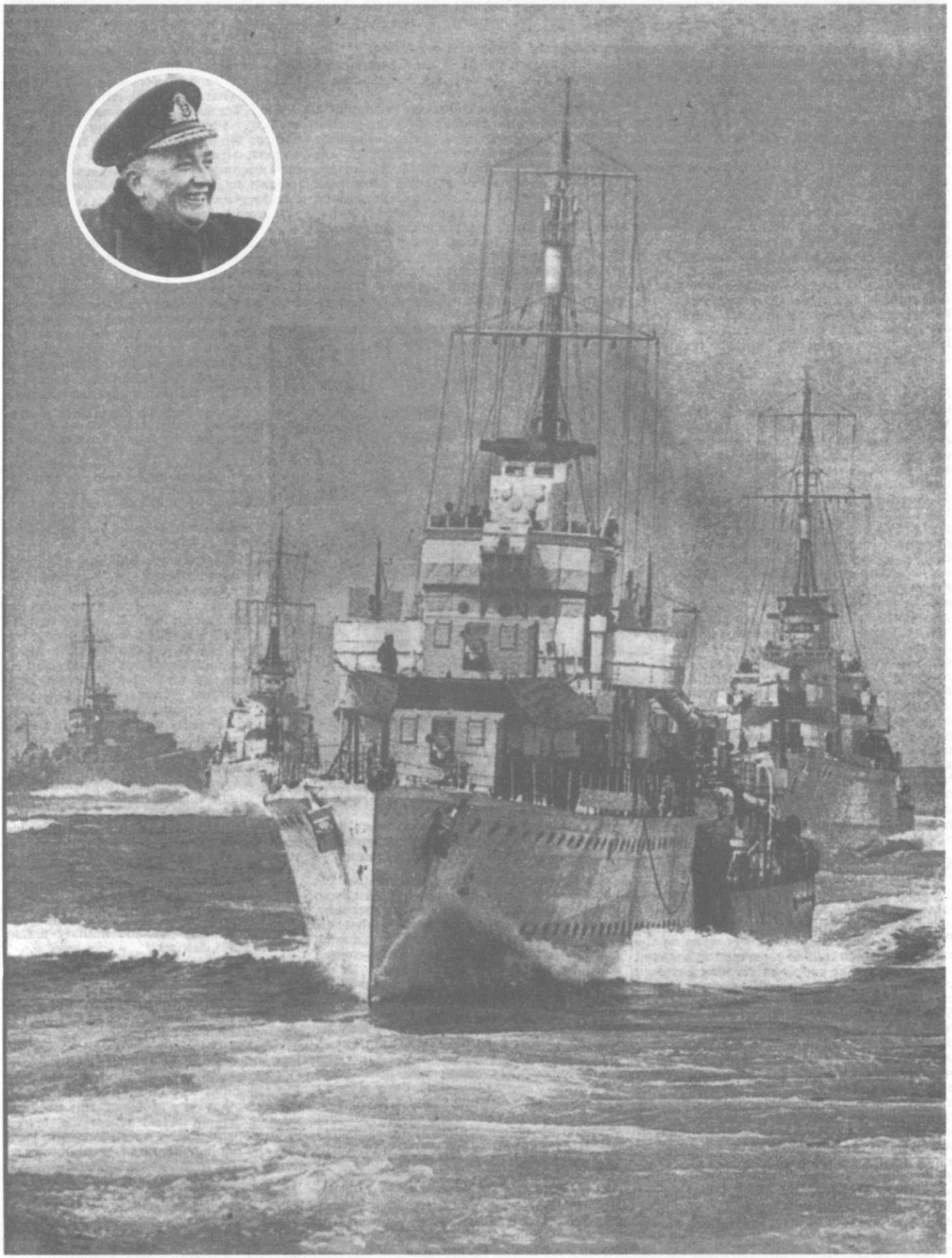






CONVOY PROTECTION as seen from some of the guardian ships. 1, A corvette is passing through the Straits of Gibraltar. 2, Looking down from the "crow's-nest" of an escort vessel to the captain's bridge, where an officer keeps watch. 3, Weighing out the crew's meat rations aboard an escort ship. 4, Enemy submarines have been sighted; these men are at "action-stations." 5, One of the U-boats, having made an attempt upon a merchantman, is attacked with depth charges. *Photos, Planet News*

'Your Destroyers—Gee, They're Swell!'



ESCORT DESTROYERS, part of the naval force of 75 ships which, under Rear-Adm. R. L. Burnett (inset), protected recent convoys to and from Russia: H.M.S. Fury is leading, followed by H.M.S. Ashanti. "Where would the convoy have been but for the destroyers?" asked Reuter's Special Correspondent, who watched them in action throughout the six days' battle. And he quoted this tribute to the Royal Navy by an American sailor: "You talk snooty, but you're great guys. And your destroyers—gee, they're swell!" *Photos. British Official: Crown Copyright*

THE HOME FRONT

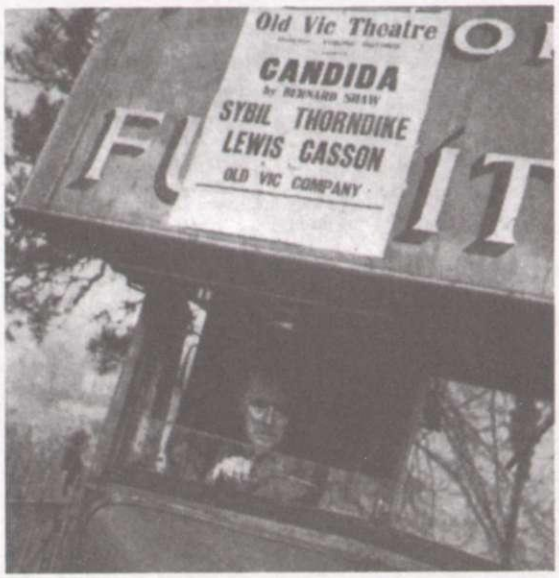
by E. Royston Pike

At Waterloo one day this week—London's Waterloo, not Liverpool's—I noticed a porter (or should it be porteress?) wearing a beautifully fresh, altogether spick-and-span white silk blouse. On the same day I happened to come across a remark by Mr. Justice Archer: "No one is a lady or gentleman now," he told a witness at Lewes County Court who had described an assistant at a laundry as a young lady; "we are all men and women." Maybe there's no very obvious connexion between the blouse and the aphorism, unless it is that they are both signs of change in this old country of ours, change in the ways of doing things, change in the ways we look at things, at people and events. Such signs—slight in themselves, but massively imposing in the aggregate—of the ferment of time and circumstance are to be found on every hand. Britain and the British are changing, and changing fast.

"Stop me and buy one" is an exhortation which has become very familiar to us of recent years since Messrs. Walls, Eldorado, and Lyons have endeavoured to make us as ice-cream-conscious as the Americans. But we are not likely to see it again, at least until after the war. Lord Woolton has decreed that ice-cream is a luxury, and that the labour and equipment employed in its production may well be put to better uses. However strong our partiality for bricks and cornets, we are unlikely to quarrel with the decision. If it has been criticized it is on the ground that ice-cream vendors—there are about a hundred thousand retailers of the luscious stuff, if the forty thousand stall-holders and street-corner men are included—are to receive no compensation. True, in many cases ice-cream parlours are a side-line of confectioners and tobacconists, but there are many small people in the trade who have been entirely dependent upon the production and sale of ice-cream for their livelihood. Theirs would seem to be a hard fate; they join the other small shopkeepers whose businesses are to be counted among the economic casualties of the war.

So far as we consumers are concerned we shall accept this further deprivation with a good grace. After all, we are getting used to restrictions now. Recently in the House of Lords, Lord Portal, Minister of Works and Planning, quoted some figures showing the extent to which civilian consumption has been cut down. The supply of clothing has been cut to 45 per cent of the pre-war level; coupon rationing and the Limitation of Supplies Order have reduced the use of textiles to no more than a quarter—indeed, of household textiles only about 10 per cent of pre-war supplies are being produced, and some furnishing fabrics are not being produced at all. Lord Portal went on to describe the important part played by salvage in the conservation of essential raw materials. An average of 26,000 tons a week of iron and steel scrap is being collected by his Ministry, and a further 6,500 tons by the local authorities. Since the beginning of the year the weekly collection of wastepaper has increased from 12,500 tons to 18,000 tons. The most important material to be salvaged at the moment is rubber, the supply of which has been reduced to less than half of what it was before the war. If he were speaking on behalf of the Minister of Production (concluded Lord Portal), he would say "*use* less"; if on behalf of the Minister of Food, "*eat* less," and if on behalf of the Chancellor of the Exchequer, "*spend* less." Their lordships cheered.

All the same, there still seems to be quite a lot of people who do not realize the gravity of the state—almost a state of siege—in which the fourth winter of the war is finding us. In July, the last month for which figures are available, the Ministry of Food prosecuted 3,205 wholesalers and retailers for various contraventions of the Food Control Order, and of the prosecutions, just under 90 per cent were successful. In most of the cases small fines were inflicted; in only 260 cases did the fines exceed £20, and in 121 cases sentences of imprisonment were imposed. These figures are the highest to date, but in every month since the beginning of the war there have been a large number of prosecutions of "food-hogs" and "black marketeers."



'ON THE ROAD' in S. Wales, Lewis Casson, husband of Dame Sybil Thorndike and well-known actor and producer, drives one of the Old Vic vans which carry scenery and props from one mining village to another. Taking the theatre to the people is one of the many praiseworthy activities of C.E.M.A., described in this page. *Photo, British Official*

Surely one of the sillier slogans is the "Is your journey really necessary?" that is so prominently displayed on the railway stations, since it is hardly to be believed that the train will be taken off if the questioning placard should send us conscience-smitten from the booking office empty away. If the powers-that-be want to stop us travelling, then (the great public quite reasonably argues) they should cut down the facilities. And that is what they are now doing—at least in some small measure. From Oct. 5 ordinary cheap-day tickets and cheap tickets for various classes of pleasure travel were discontinued throughout the railway system; and during the six winter months, October to March inclusive, free tickets or reduced fare vouchers issued to parents or relations visiting evacuated children in the country, to evacuated or transferred Civil Servants, and men and women in the Services, are all being cut down. Then the Green Line coaches of the London Passenger Transport Board have also been withdrawn, together with most of the long-distance coach services. No doubt many people are feeling distinctly inconvenienced, but for a long time it has been difficult to see the necessity for running motor-buses and coaches from London to places on the South Coast, for instance, served by a most up-to-date system of electric railways.

More travel restrictions are likely in the not distant future; in the meantime the public are urged to avoid all unnecessary journeys, to walk or bike short distances, do their shopping between 10 a.m. and 4 p.m., and support schemes for staggering working hours. What is needed, says the Ministry of War Transport, is a complete change of outlook. Frequent shopping and social visits to the nearest large town must come to an end. Every urban district and suburb must become a self-contained unit, supplying its own interests. A self-sufficient countryside, local *autarky*—this is what the Ministry's plea would seem to mean.

It was echoed the other day by the Minister of Agriculture when he addressed a Diocesan assembly in Salisbury. Mr. Hudson's opening theme was 1942's harvest, one of the heaviest that England has ever known, but from a well-deserved pat-on-the-back for the farmers and farm workers he went on to paint a picture of rural Britain as it ought to be, might and must be. After the war, he said, we shall build a new rural civilization.

> In many ways a village is or should be an ideal community. It is just large enough for everyone to know nearly everyone else, to raise a cricket and a football team and run a tennis club, whist-drives and dances, without being so small that cooperative life is impossible, or so big that one feels lost in it and belongs to no one. But we have got to make village life like that. We cannot just sit down and hope for it to happen.

Towards the building up, in Mr. Hudson's words, of "a sum of good life upon the land that will make the villages of the future blossom and shine again with the spirit that is in them," a grand work is being done by C.E.M.A.—the Council for the Encouragement of Music and the Arts, of which Lord Keynes is the chairman. Those who know something of what C.E.M.A. has done of recent years will never be in the least sceptical of the public response to "unaccustomed forms of beauty, in sound and thought and design"—to lift a phrase from the recent report of the Pilgrim Trust, which has contributed £50,000 to C.E.M.A.'s funds. In two years C.E.M.A.'s art exhibitions have attracted more than half a million visitors. A million and a half have attended plays given under its direction, and the number of its concerts in all parts of the country has almost reached 8,000. Music and drama have been taken to the people—to war workers and evacuees, to factories and military units in remote rural districts.

Most notable of its recent ventures is the guaranteeing of the Old Vic Theatre Company—what a nostalgia the name gives rise to, what memories of that most homely and intimate of London's theatres, down there in the Waterloo Road!—against financial loss. Thanks to this timely assistance the Old Vic has presented Shakespeare and Shaw, Euripides and Tchekhov, to crowded, eager audiences not only in towns still possessing theatres but in places where the "living theatre" had not been seen for years, if ever—in the mining villages of Northumbria and South Wales, in industrial Scotland and in the cotton towns of Lancashire. In all, fifteen companies of professional players have worked in association with C.E.M.A.

The good work goes on. Every day new bricks are being added to the house in which we all, town-dwellers and villagers alike, will have an opportunity of developing the technique of the "good life," after the war.

The Battle of Britain: Two Years After

SOME OF THE FEW. The photograph shows, left to right: Sqdn.-Ldr. A. C. Bartley, D.F.C.; Wing-Cmdr. D. F. B. Sheen, D.F.C. and Bar (Australia); Wing-Cmdr. R. Gleed, D.S.O., D.F.C.; Sqdn.-Ldr. Max Aitken, D.S.O., D.F.C.; Wing-Cmdr. A. G. Malan, D.S.O., D.F.C.; Sqdn.-Ldr. A. C. Deere, D.F.C. (New Zealand); Air Chief Marshal Sir Hugh Dowding, G.C.B., C.M.G.; Flt.-Offr. Elspeth Henderson, M.M. (one of the first service women to be decorated for bravery); Flt.-Lt. R. H. Hilary, D.F.C. (Sydney); Wing-Cmdr. J. A. Kent, D.F.C., A.F.C. (Canada); Wing-Cmdr. C. B. F. Kingcome, D.F.C.; Flt.-Lt. D. H. Watkins, D.F.C.; and Wt.-Offr. R. H. Gretton.

AT the time of the Battle of Britain in the autumn of 1940, the chief of Bomber Command was Sir Hugh Dowding. He is now retired, but on the eve of the anniversary of his Command's greatest day he made his first public tribute to the pilots who achieved so great an air victory. Here are points from his speech:

"It was a battle designed to break down our fighter strength and to pave the way for invasion. The invasion was mounted and waiting for the word 'Go.' But that word was never given because Britain's fighter defences were never overcome.

"My own contribution to the battle had been made weeks and months before, and I could leave most of the tactical work to subordinate commanders and the dauntless fighter pilots who achieved so much.

"Here I am proud and happy to be surrounded by these pilots—two years older, with more rings on their sleeves and more ribbons on their chests, but if they had what they deserved their chests and sleeves would be completely obliterated with embroidery.

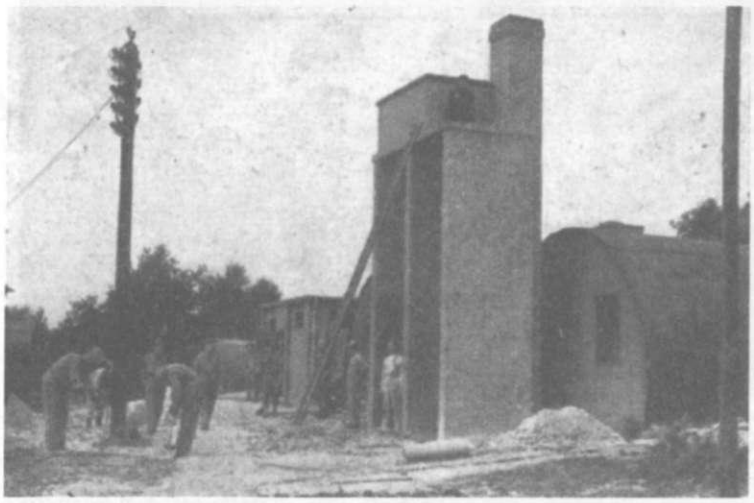
"Let us remember with sorrow and affection those R.A.F. men who did not survive that great battle, and above all let us never forget those who were broken in this war. Let the many be mindful of their debt to the few."

AT STEPNEY, in the playground of Single Street School, a large crowd gathered on Sept. 15 to pay tribute to "the courage and high enterprise of the men of the Royal Air Force and the steadfastness in the face of death and destruction of the people of London." The service was conducted by the Rector and Rural Dean of Stepney, and with him were the Mayor of Stepney and other East End mayors, men of the R.A.F., Civil Defence workers, nurses, and over 600 East End men and women, some of whom are seen in the photograph above.

The band of the Grenadier Guards played as the crowd gathered round a platform set in front of the school entrance, where there are now neither doors nor windows, and the banner of Stepney and flags of the United Nations fluttered gaily among the ruined beams and rafters.

Photos, New York Times Photos, Keystone, Daily Mirror

Round and About Goes Our Roving Camera



CAMPS FOR THE U.S. ARMY IN BRITAIN are being constructed in various parts of the country, most of the materials used throughout being British. Above are seen U.S. engineers erecting huts at a camp in the Home Counties.

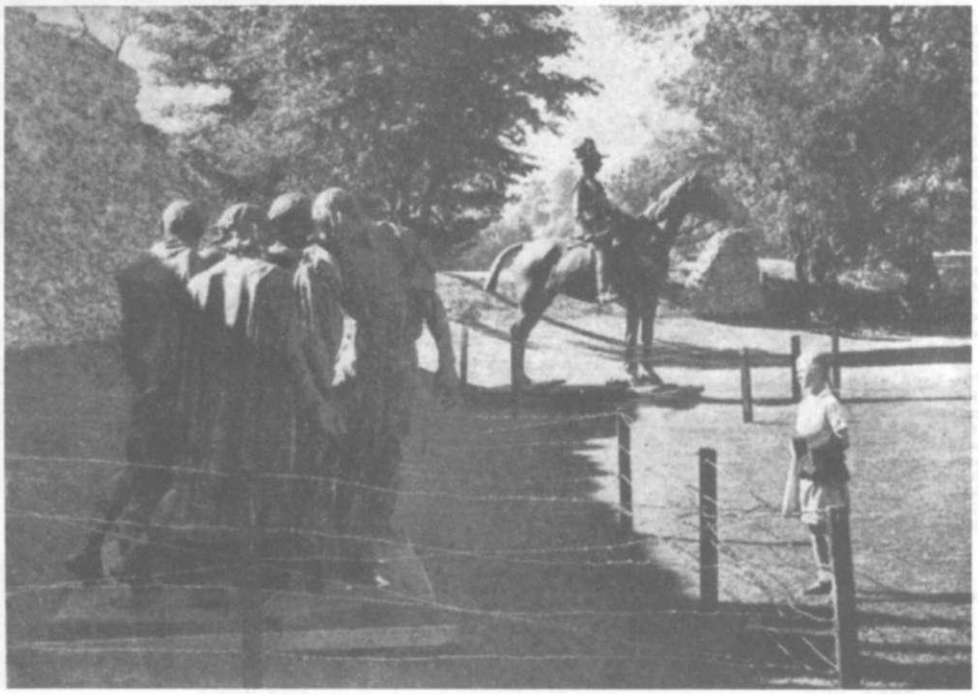
Adm. Sir William James, C.-in-C., Portsmouth, was admitted on Sept. 15 to the honorary freedom of that world-famous naval centre. He is seen, right, being presented with the casket by "Pompey's" Lord Mayor, Sir. D. Daley.

TRAFFIC LIGHTS are being restricted as part of the economy drive. Above, one of the lights in Oxford Street, London, suspended for "the duration."

TWO V.C.s, one awarded posthumously for outstanding bravery in the Western Desert, were announced on Sept. 11.

Private A. H. Wakenshaw (left), of the Durham Light Infantry, served as a member of the crew of a two-pounder anti-tank gun. On June 27, 1942, near Mersa Matruh, his left arm was blown off, but Wakenshaw crawled back to the gun, loaded it with one arm and fired 5 rounds at an enemy gun. He was wounded again, but kept up the fight until he was killed by a direct hit.

Sergt. Q. G. M. Smythe (right) took command of a platoon when his officer was wounded during an enemy attack in the Alem Hamza area on June 5, 1942, and stalked and destroyed an enemy machine-gun nest, capturing the crew. Though badly wounded, he continued to lead the advance.



Some of London's well-known statues have been removed to Berkhampstead. Among them are (right) The Burghers of Calais and Lord Wolseley.

Photos, British Official: Crown Copyright; L.N.A., Topical Press, G.P.U., Sport & General

I WAS THERE! Eye Witness Stories of the War

From the Zulu I Saw the Sikh's Last Fight

The spectacular joint raid on Tobruk on the night of Sept. 13-14, and the sinking of the destroyers Sikh and Zulu, are described here by the only British correspondent with the expedition, John Nixon of Reuter's, who was on board the Zulu.

WE left our base in darkness early one morning to the pipe of "action stations." All day we sailed through the Mediterranean without sighting a single enemy aircraft and without any U-boat alarm.

Just a few hundred British soldiers were to grapple with a mixed garrison of some thousands of Germans and Italians, with the prospect of having to cope with an additional thousand Germans encamped near the port. But that night, as the ships raced through the pitch darkness towards Tobruk, the men sipping their cocoa were in high spirits.

As they took up their positions on the deck in the star-studded darkness, the men were walking arsenals. Like their officers, they wore khaki shorts and shirts, steel helmets, and heavy suède boots with thick crêpe soles for silent walking. Armed to the teeth with tommy-guns, Bren-guns, machine-guns and rifles, every man was also bristling with grenades, sticky bombs, and guncotton. Each man responsible for demolition had 20 lb. of guncotton. The ships themselves had been converted into floating arsenals. Besides huge boxes of ammunition of various kinds on our decks and tied to our forecastle, were several red and green boxes containing sufficient gelignite to blow the average city sky-high.

Badge of H.M.S. Zulu
By permission of H.M.S.O.

We could see our bombers having a great time as we swept in towards the shore. Huge bursts of lurid flame on the skyline followed by thuds told us that their "eggs" were falling as arranged. Two huge fires were visible when we were still many miles away. We steered towards them. They resembled at that distance a couple of powerful car headlamps, but when we got nearer we could see the flames leaping high into the sky.

One fire periodically burst out into a strange pink glow, shedding a lurid radiance far over the sea. Streams of coloured tracer bullets shooting up from the flames, punctuated by violent explosions, suggested a large munition dump had been hit. Flashes broke the darkness at other points as A.A. guns vainly tried to keep off the bombers, which were dropping some of the heaviest bombs. Searchlights vainly probed the black ceiling, and when we got close to the shore one or two occasionally swept down and across the water, making us blink with their bluish glare. But apparently the shore defenders failed to spot us.

MEANWHILE, the troops had landed from their motor torpedo boats. Punctually at two o'clock came the message we were all waiting for—that our forces ashore had succeeded in their mission of putting certain guns out of action. Finally, secret papers were burned in the ward-room. Then we all went on deck to embark in the landing craft. It was now three o'clock. According to plan, the bombing ceased.

Men silently lining the decks got into boats which were slung out with faint creaks and lowered into the water. Then there occurred a fantastic piece of ill-luck, which delayed the entire landing by nearly an hour and a half and probably had an important effect on the operation. At the last moment a hook used in handling the boats came adrift and took a considerable time to repair. Then one of the towlines parted just as the boats were leaving, and the whole party had to wait until this had been remedied. We were encouraged by the sight of the vast clouds of smoke discernible in the glow of the searchlights, showing that much destruction had already been done.

Then, when all was ready, "flights" of troops in craft towed by power boats crept silently away to the shore, looking like convoys of black beetles on a black sea. As they went our captain called out: "Good luck to you all." They had to find a stretch of beach only 50 yards long and completely invisible in the darkness. The ship's navigator had done his best to ensure we were in the correct position to the nearest yard.

NOTHING much happened to us after that for almost an hour. Anti-aircraft fire ashore ceased and the searchlights went out after a last final tired sweep of the sea and sky. Then Tobruk disappeared in utter darkness and became as silent as a dead city. We spent some time wondering what was happening to the boys in the landing craft.

Suddenly, just after five o'clock, a searchlight or two flickered on and began waving across the sea as if seeking something. Apparently the alarm had been given on land. We had not long to wait for this to be confirmed. Bright flashes flickered against the blackness, followed by thumps, and then the eerie moan of shells came to us on the bridge. The shore batteries were firing at us.

Within 10 minutes the Sikh's guns were replying and a minute later our own ship was rocked as her salvos screamed into Tobruk. A searchlight now had us pinned uncomfortably in its sickly glare. The whine of shells passed close overhead and others could be heard splashing alongside us.

Shattering news came through our small wireless receiver at 5.30 a.m. The Sikh said that her steering had gone—almost the worst thing that can happen to a ship apart from being sunk—and one of her engine-rooms was also out of action. She said she could steam at 10 knots to a position out of range

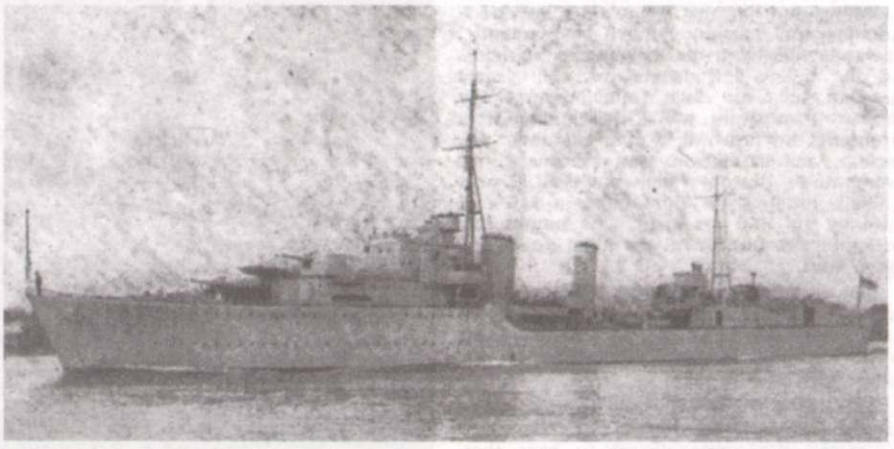
CMDR. R. T. WHITE, D.S.O. with Bar, who was in command of H.M.S. Zulu, one of the two destroyers sunk in the raid on Tobruk. He was among those saved.
Photo, London and Northern Studios

of the shore batteries and then we could take her in tow, but she made such slow progress that it was decided to take her in tow sooner.

The next hour was the most terrifying I have ever experienced. With searchlights on us we edged up to the stationary ship and began the operation of taking her in tow. By now the batteries had the range of Sikh, and all they had to do was to keep on firing to score hits with practically every shell. As we got to within a few feet of her shells began to hit us, too. One landed at the base of a ladder not more than four feet from where I was standing, but by a miracle I was unhurt. I moved to the other side of the ship. A second later a second shell burst a few feet to my left with a shower of brilliant sparks. A cloud of acrid smoke enveloped me. I was convinced my last moment had come.

AT our stern men were trying to connect the two ships while shells were bursting all round. They succeeded, but then occurred a further stroke of almost unbelievable misfortune. A shell by a million to one chance severed the steel towline, and the operation of passing a new line had to be begun. Meanwhile shells were raining down on both ships unceasingly, but, as I afterwards found, our casualties were surprisingly light.

It was now 6.35 a.m. and the Mediterranean dawn was just beginning to break, revealing the yellow cliffs of the coastline. The captain was giving orders ceaselessly, but



H.M.S. SIKH, sunk on Sept. 13 during the combined operations off Tobruk, belonged to the Tribal Class and was a sister ship of the Zulu. Both were completed in 1938, had a displacement of 1,870 tons, and carried eight 4·7 guns. When last seen H.M.S. Sikh was ablaze, but her guns were still firing.
Photo, Wright and Logan

one I remember came through at this moment: "Run up the battle ensign at the mast-head," he said.

We were persevering with the plan to tow Sikh despite the deluge of shells. At 6.50 a.m. it was decided that the situation was getting too hot, for now a couple of bombers had appeared and were joining in the attack. The senior naval officer in Sikh ordered us to withdraw, and we replied "God bless you." Back came a final message, "Thanks, cheerio."

We sped away, making a smokescreen, but even then we did not give up the idea of saving the Sikh's crew, for a little later our captain suggested to Sikh that we have one last try to take them off, but he was told that he must withdraw. The sun was now well up. Both ships were perfectly visible from the shore. While we were trying to take Sikh in tow we were only just over a mile from land so that the batteries could hardly miss.

WITH heavy hearts we turned out to sea and raced away. There were still a few landing-craft round Sikh, but it was impossible to tell whether these contained further instalments of troops who were to land, or some who had returned from shore. For the next 10 minutes the batteries continued to fire at us and shells whistled down fairly close, but now we were moving at high speed and every second getting farther away.

No further hits were scored on this ship, but I fear that Axis gunners had the easiest target of a lifetime in the Sikh. While we were racing away, and until she slipped out of sight below the horizon, shore guns continued to fire at her. I could see the columns of water leaping up on all sides of the stricken vessel, and smoke pouring from her. But Sikh refused to give in. For every flash from the shore guns, I saw a defiant answering flash from the guns of the crippled ship. I could still see those flashes when she was nothing more than a tiny speck at the base of a huge column of dirty grey smoke.

As we were leaving, we saw four British motor torpedo boats speed in our direction. We flashed to them that we were hurrying on and that they were to follow us.

For some hours now we knew that we should be a lone ship and we expected the Luftwaffe to give us almost undivided attention. We had not long to wait. Just before nine o'clock a twin-engined bomber suddenly screamed down out of the sun, its stick of bombs falling close as our captain neatly turned the ship aside. After that we were bombed at frequent intervals until nightfall. Altogether some 70 bombers must have been sent against us.

Time after time the Junkers and Stukas planted bombs all round us, but we dodged them all, thanks largely to the skill of our captain. I lay on Zulu's deck with rubber ear plugs in my ears, my tin hat jammed down tightly, and my "Mae West" lifebelt inflated, as the ship squirmed past the bombs and the planes roared down. Some of the planes had sirens which gave an unearthly screech as they dived.

A cup of soup hurriedly gulped down was all we had for lunch, and then we settled down again to bombing. During the middle afternoon we were hit. At least seven dive-bombers attacked one after another, and as the final one shot past there was a loud thump and the deck kicked beneath me.

The ship heeled over at once. All except essential personnel were transferred to another ship, which had joined us. We leapt from one heaving ship to another. Our wounded were handed across. Then the Zulu was taken in tow by a third ship, but sank later.

Singapore was a pathetic sight. No civilians to be seen. Just isolated groups of exhausted troops and machine-gun posts. Buildings and cars in flames; many planes overhead. A desolated and deserted city. The docks were on fire and no one knew the way. For nearly an hour we dashed about trying to find an entrance that was not burning. Finally we found it and scrambled on board a ship with 2,500 passengers, mostly troops and R.A.F.

NEXT morning we were on our way, but so were the Japs. For four hours we had raids. The last was one of fifty-seven planes which did a great deal of damage and caused many casualties. We were busy attending to the wounded and improvised three small sick-rooms. All the nursing sisters lived down below in the hold where the huge cargoes of frozen meat were normally carried. We slept on the deck. Meals didn't exist, but the officers gave us what they could—Army biscuits and corned beef, and buckets of tea which we drank out of cigarette tins.

Washing was almost impossible, and those who had no luggage had to remain in the clothes in which they had sheltered in the sewer. We were glad when we reached Batavia, where I bought a little uniform. Then I sailed for Bombay in a troopship.

We Nurses Were in the Front Line of Fire

Wherever our soldiers serve, women of the military nursing services are there to tend the sick and wounded. Something of the dangers and hardships they have endured is told in these letters from nurses in the Far East. Singapore is the scene of the first—and probably also of the second.

And here is an extract from the letter of another nurse employed in an Army hospital in the Far East:

BETWEEN 100 and 200 nursing sisters left . . . on the small steamer Kuala. There were many other women and children on board, besides certain Government technical officers. This ship was heavily bombed and sunk near an island. Casualties were heavy, both from wounds and from drowning, and I am afraid scores of nurses were killed. Most of those who escaped managed to get ashore, where some hundreds of people had collected.

While the Kuala was sinking, a lifeboat picked up 39 people from the water, including Army sisters. Owing to the strong tide and currents this boat could not reach the island, and so had to head out to sea, eventually reaching another island at dusk. I happened to be in this boat.

For three days we were marooned with no food of any kind, only about a gallon of

AT the end of Jan. 1942 the enemy had drawn so close that it was decided there was no hope of holding the Malayan mainland. The hospital had orders to evacuate to the Gordons' barracks at Changi, Singapore.

The place was filthy, and there were no servants. Fortunately we had no patients for a few days, and all turned to and made the place presentable. Then the patients arrived and everyone was busy; soon the wards had a professional appearance, while the operating theatre was a marvel to behold in a barrack square.

In spite of large red crosses on all the buildings and barrack square, the Japs dive-bombed and machine-gunned us frequently. It was terrible to see the shell-shocked patients as the bullets fell around us. All sisters donned their tin hats (mine became my dearest possession), and if the bombs were dropping too near we also dived under the beds. I can see Matron now, after one of our worst raids (during which one V.A.D. was killed), jumping up from under a bed and rushing out into the open, with bombs still dropping, to find out if the night sisters had been hurt.

The situation now became desperate. We were in the front-line of fire from the enemy's guns on the Johore coast, and in front of our own front-line troops. This went on for forty-eight hours.

The next night Matron told us to be ready at daybreak to be moved to Alexandra Hospital. We were relieved to hear that we were not to be handed over to the Japs—as we had been previously told that evacuation was impossible. Another sleepless night at Alexandra Hospital. In the morning the Principal Matron sent a message that 80 of us were ready to go to the docks with hand luggage only. On the way to the docks we had to shelter in a sewerage drain with a group of Indian troops.

FROM THE QUAY AT SINGAPORE women and children mounted the gangway to the ship which would evacuate them to a safer zone. Events moved with a terrible swiftness after the Japanese had swept down the Malayan peninsula. They first set foot on the island on Feb. 9, 1942; six days later Singapore fell. *Photo, British Official*

fresh water, and no dressings for the wounded except torn-up pieces of clothing. A doctor of the Malayan Medical Service and two or three civil nursing sisters had been picked up also, and they all did magnificent work.

After three days we were rescued by a Chinese junk, which took us to a small island farther south where there was a tiny native village. From this island we moved on south by native boats by night from island to island, dodging the Jap aircraft and surface patrols until some reached an island with a military hospital. That was the last I saw of them as I took another route in a native boat, and it is possible that all these sisters were captured by Japs a few days later.

In this page is told how a rubber dinghy saved yet another of our airmen forced down at sea. This pilot awaits rescue by Walrus Amphibian aircraft. *Photo, Keystone*

On the 13th Day I Killed and Ate a Seagull

This is the story told by Pilot Officer Holbrooke Mahn, 23-year-old American member of the Royal Canadian Air Force, who spent 14 days in a small dinghy in the North Sea following the crash of his Hampden bomber.

WHILE we were flying off the Frisian Islands at about 200 to 300 feet the port engine of my kite suddenly failed. We did not have time to jettison the bombs before the crash. The dinghy had been successfully released and a gunner and I hoisted the dazed navigator into it. The tiny craft was full of water, but we dared not bale it out for fear of losing what gear we had in the dark. All our iron rations, pigeons and other gear had gone down with the aircraft.

At sunrise the weather was fairly sunny, and we managed to get our feet and clothing dry, but we found our food was contaminated by petrol. The water, however, was intact. We had two containers of approximately one quart each. We put out a sea marker and estimated a drift of eight miles to the north-west on the first day. We all felt fairly comfortable, including the navigator, who was fairly well recovered by this time.

We drank no water at all on the first day, and decided to ration our small supply to one sip each in the evening. Two quarts won't go very far among three men. The first night was quite calm. We tried out the flares, but they, like the food, had been too much damaged for use by the force of the crash.

The second and third days were much the same as the first. We all felt fairly cheerful, but on the fourth day things got worse. A high north-north-west wind sprang up and the heavy swells soaked us to the skin. For the next six days I got very little sleep—we baled continually. We had to drink more water than the sip we had agreed to, and we finished our first bottle on the fifth day.

On the evening of the eighth day, about two hours before sundown, our spirits were suddenly revived. A Junkers 88 circled our craft. Thinking our rescue was near, we drank the last of our water. But then a Beaufighter dived to the attack and the Junkers headed for home. As the Beaufighter dived low over our dinghy, we waved, but it made off and we never saw it again.

Shortly after sundown the navigator died.

The ninth day was cloudy and rough, and there was an easterly wind which drove us away from the Dutch coast. At about four to five o'clock four Hudsons came over us on a parallel course, at about 600 to 700 feet, but our tiny dinghy was not spotted. The Hudsons came and went for about an hour or an hour and a half and then went away.

Now the gunner lost hope. He was much weaker than I, and next he began drinking sea water. I took away the can and threw it into the sea. I had no desire to drink sea water, I did not want to die that way. About this time it began to rain and I tore off a piece of canvas from the dinghy and caught some of the rainwater. I tried to persuade my companion to drink some, but he would not do so. I therefore drank it all—several tablespoonfuls.

Soon after drinking the sea water the gunner became delirious, and two hours later he died. It was quite a struggle, in my weakened condition, to remove his body from the dinghy. On the 12th day, however, I had to stop baling entirely owing to weakness.

On the 13th day I had my first food since the day of the crash. A seagull alighted on the edge of the dinghy. It stuck its head under its wing. I grabbed it, cut off its head, and sucked the blood. I also ate the fish in its guts. I was not struck with repulsion, but had only a desire to get something to eat. The bones and feathers were found in the dinghy when I was picked up. Barely had the 14th day of agony begun—it was 12.45 in the morning of June 18—when help arrived and I was rescued.

OUR DIARY OF THE WAR

Sept. 16, 1942, Wednesday *1,110th day*

Sea.—Admiralty announced the loss of destroyers Sikh and Zulu in raid on Tobruk on Sept. 13-14.

Air.—R.A.F. made heavy raid on the Ruhr, Essen being the main target.

Russian Front.—W. of Stalingrad the Germans gained some ground.

Africa.—On the night Sept. 15-16 our desert forces attacked Gialo oasis. They occupied the position for some days, destroying ammunition and supply dumps.

Indian Ocean.—Governor-General of Madagascar asked for an armistice.

U.S.A.—Navy Dept. announced that on Sept. 14 American heavy bombers attacked Jap shipping at Kiska, Aleutians.

Sept. 17, Thursday *1,111th day*

Russian Front.—Heavy street fighting ended in the repulse of Germans who had penetrated into Stalingrad.

Africa.—Heavy night raid on Tobruk by Allied bombers.

Indian Ocean.—French plenipotentiaries in Madagascar refused to accept our terms, and operations continued.

Sept. 18, Friday *1,112th day*

Russian Front.—Fierce fighting in the north-western outskirts of Stalingrad.

Indian Ocean.—Fresh British landing on east coast of Madagascar.

Sept. 19, Saturday *1,113th day*

Air.—R.A.F. bombers over southern and western Germany in strength, made Munich chief target.

Russian Front.—Street fighting in Stalingrad went in favour of the Russians. Moscow announced that von Kleist had been killed on Mozdok front.

Africa.—Allied bombers again raided Tobruk.

General.—Paris theatres, etc., closed and curfew on non-German civilians from 3 p.m. Saturday to Sunday midnight, following shooting of 116 "Communist terrorists."

Sept. 20, Sunday *1,114th day*

Sea.—Destruction of U-boat in West Atlantic by Canadian destroyer Assiniboine announced. Admiralty announced loss of H.M. submarine Urge.

Russian Front.—Hand-to-hand fighting continued in N.W. Stalingrad.

Africa.—Tobruk raided by Allied aircraft for seventh time in eight nights.

Sept. 21, Monday *1,115th day*

Sea.—Canadian Navy Minister announced loss of destroyer H.M.C.S. Ottawa through enemy action in the Atlantic. Admiralty announced loss of H.M. trawler Waterfly.

Russian Front.—German attacks repulsed in the Stalingrad area, on the Mozdok front and in the area of Sinyavino (Leningrad).

Indian Ocean.—In Madagascar our forces closed in on Antananarivo.

Australasia.—Mopping-up of Japanese in Milne Bay area of New Guinea reported to be complete.

Sept. 22, Tuesday *1,116th day*

Air.—R.A.F bombers made daylight attacks on power stations and industrial buildings in Lille-Lens area.

Russian Front.—Hand-to-hand fighting continued inside Stalingrad; in the main battle on the N.W. of the city the Russians were on the offensive.

Africa.—U.S. heavy bombers attacked Benghazi at dusk; night raid on Tobruk by R.A.F. and R.A.A.F. bombers.

Australasia.—Allied air force kept up raids on enemy installations at Buna, Kokoda and Rabaul.

Sept. 23, Wednesday *1,117th day*

Sea.—Admiralty announced arrival in North Russian ports of an important convoy of British, American and Russian ships, in spite of heavy attacks by enemy aircraft and U-boats.

Air.—R.A.F. raided submarine yards at Flensburg.

Africa.—Announced that on night of Sept. 13-14 our desert forces operating behind the enemy lines raided Benghazi and Barce.

Russian Front.—Timoshenko began counter-offensive N.W. of Stalingrad in attempt to relieve city.

Indian Ocean.—British forces entered Antananarivo, capital of Madagascar.

Sept. 24, Thursday *1,118th day*

Russian Front.—German attempts to penetrate to centre of Stalingrad repulsed.

Australasia.—U.S. army bombers attacked Jap transports in Western Solomons, scoring three hits.

U.S.A.—Heavy bombers attacked Jap installations at Kiska, Aleutians.

Sept. 25, Friday *1,119th day*

Sea.—Admiralty announced loss of destroyer Somali and minesweeper Leda during passage of convoys to and from Russia; at least 40 German aircraft were shot down and six U-boats sunk or damaged.

Air.—R.A.F. Mosquito bombers made daylight raid on Gestapo H.Q. at Oslo.

Russian Front.—Russians made some progress inside and outside Stalingrad.

China.—U.S. aircraft attacked aerodrome at Hanoi, Indo-China.

Australasia.—Allied fighters and bombers attacked Kokoda, Buna and Rabaul.

U.S.A.—U.S. and Canadian aircraft attacked shipping at Kiska, Aleutians.

Sept. 26, Saturday *1,120th day*

Russian Front.—Russians continued to make progress N.W. of Stalingrad.

Mediterranean.—Admiralty announced that British submarines had sunk or damaged eight enemy supply ships.

China.—American aircraft made successful attack on Jap supply columns on the Lungling-Chefang road.

Australasia.—Japs withdrew their outposts in Owen Stanley area of New Guinea.

U.S.A.—New aircraft-carrier Lexington launched one year ahead of schedule.

Sept. 27, Sunday *1,121st day*

Sea.—Admiralty announced loss of H.M. submarine Thorn.

Russian Front.—House-to-house fighting in Stalingrad; German attacks repulsed N.W. of the city.

Africa.—American Liberator bombers made heavy raid on Benghazi.

Australasia.—Japanese bombers and fighters attacking U.S. positions at Guadalcanal suffered heavy losses.

Sept. 28, Monday *1,122nd day*

Russian Front.—On the N.W. outskirts of Stalingrad superior German forces made a tank penetration in one sector.

Africa.—R.A.F. again bombed Tobruk.

China.—American bombers raided Jap installations on the China-Burma border.

Australasia.—Twenty-three out of 25 Jap bombers were shot down over Guadalcanal, making a total of 42 aircraft destroyed in four days by U.S. planes without loss.

Sept. 29, Tuesday *1,123rd day*

Russian Front.—Repeated heavy attacks on Stalingrad were repulsed. On Rzhev front Russians made some progress.

Indian Ocean.—Our forces occupied the port of Tulear in Madagascar.

Australasia.—In the Owen Stanley area of New Guinea our troops launched an outflanking attack on the enemy.

Flash-backs

1939

September 17. *Soviet troops entered Poland. H.M.S. Courageous sunk.*

September 27. *Surrender of Warsaw, capital of Poland.*

1940

September 18. *R. A. F made fiercest attack on German "invasion ports" on the Channel.*

September 27. *The Tripartite Pact between Germany, Italy and Japan signed in Berlin.*

1941

September 16. *Riza Khan, Shah of Iran, abdicated.*

September 21. *Russians announced evacuation of Kiev.*

September 28. *Lord Beaverbrook and Mr. Harriman in Moscow for Three Power Conference.*

Editors Postscript

THE magnitude of the task which that truly great man Franklin Delano Roosevelt had to achieve in order to bring America into the War against Germany, with no fewer than 15,000,000 persons of Germanic origin inhabiting the United States, must never be forgotten when we consider the part America is now fated to play in the world fight for freedom. Theodore Dreiser is an eminent American journalist and writer of fiction, born in the "Hoosier" country of Indiana, but his name betrayeth his mental provenance, just as his obsession with those underlayers of society, where "things perverse, obscene, abominable" are bred, indicates a gloomy and distorted view of life, as reflected in his many "powerful" novels, and especially An American Tragedy. He is an isolationist and violently anti-British. Yet this man, at this time, recently unburdened himself in Toronto of the most subversive and ignorant stuff about Great Britain that puts Lindbergh's scatterbrained attacks quite in the shade.

IF Russia were defeated this man Dreiser hoped that the Germans would invade England and rid the world of a nation that has gone pappy by allowing itself to be ruled by a horse-riding (shootin', huntin', and fishin') aristocracy. The typical ignorance of this fictionist in all that concerns the life and genius of the British people may, in some measure at least, be attributed to the English habit of self-depreciation, by contrast with an opposite American propensity that need not be emphasized. Another alleged gem from Dreiser's lips at Toronto runs: "England has done nothing in this War thus far except borrow money, planes, and men from us." Listening to such iniquitous untruths one's heart goes out to Mr. Roosevelt, knowing what a job he has had, and still has, in bringing the minority of American-born but foreign-thinking citizens into line. A half-hour's broadcast talk by any of the intelligent and patriotic American flying leaders now in England would show up Dreiser's dicta for the unmitigated drivel they are.

THE timidity of the British propaganda in America in face of the whole-hearted and full-blooded boosting of American achievements in the U.S. press, can be blamed for the prevailing ignorance which Dreiser, thanks only to his reputation as a writer of fiction, has been able to shout into wider and louder notoriety. Last August Alastair Cooke, the New York correspondent of The Daily Herald, was apprehensive of the effect of the "headliners" in a too free and irresponsible press shouting the odds on American effort while singing small about the British. He wrote:

"The consequences can hardly be guessed. As long as the war goes on Americans will have a vague, but exaggerated, notion of the actual fighting power and presence of Americans on the European and Asiatic battlefronts. I doubt if ten Americans in a hundred have any notion that the Polish force in Britain has far surpassed, and perhaps still does, that of the Americans. Or that Canada has sent more than twice as much food to Britain as the United States. Or that of the fifteen thousand men of Wednesday's heroic (Dieppe) raid, most of them were Canadians and Britons."

THE Dreiser folly, which must have warmed the cockles of what serves Goebbels as a heart, is also symptomatic of the lengths to which the clamour for a second front can reach—for Dreiser was upbraiding Britain for not doing enough to succour Russia. When all the facts are available the world will be astounded to know the sacrifices which Britain has made to assist her brave Soviet allies of today and to protect from Nazi domination America herself, by bearing the brunt of the Germanic onslaught after France had crumbled, by keeping the struggle for Freedom alive while America was only in the preliminary stages of her preparations for defence, let alone any planning for her offensive. But the shouting for a second front in 1942 has been overdone. Foolish youths are chalking it up on the blasted walls of London, I observe. The best time for a second front was away back in 1939, but Stalin in his own wisdom chose to let Hitler have one front then—and oh the difference to the world of freemen that did make!

AIR MARSHAL W. A. BISHOP, V.C., D.S.O. and Bar, world-famous British air "ace" of the First Great War, and now Director of Air Force Recruiting in Canada, in the cockpit of a Spitfire while on a visit to a R.C.A.F. squadron in England. With him is Sqdn.-Ldr. Norman Bretz, D.F.C. *Photo, Fox*

THERE is much that one could say on this topic; but now is not the time for saying it. What matters to us (if we are "realists") is the situation that exists. And I would point out that to use a fleet of seventy-five men-o'-war to take one convoy to the Soviets, when that great fleet might have been employed in strengthening our reserves in the Middle East, where in truth we *are* holding a second front, is some slight evidence of the extent to which we are supporting our Soviet Allies. Britain has achieved marvels of self-sacrifice in helping her allies. But for the honouring of our obligation to Greece the story of the Middle East might have taken a very different turn. We have had more than enough of self-depreciation and ignorant criticism. The time has come to stand up for ourselves.

WHAT a pleasant old chap Dr. Joseph Parker, of the City Temple, would seem to have been when you got him on the subject of tobacco! I recollect him as an aggressive and self-assertive preacher, with something of the crudities of certain of Israel's minor prophets. Reading today a paragraph which he wrote just fifty years ago in a monthly symposium of The Idler for Nov. 1892, I think I know why I didn't cotton to the man. Here is the paragraph:

"I hate smoking. From end to end it is a nuisance. It ends in cancer, apoplexy, bad temper, bankruptcy and almost in hydrophobia. It is an invention of the devil. It is the pastime of perdition. No dog smokes. No bird pines for tobacco. No horse is a member of a pipe club. No intelligent person ever puts a cigar in his mouth. The whole idea and practice of smoking must be condemned as atheistical, agnostical, and infinitely detestable. Smoking has been abandoned by all reputable persons, and left to ministers, editors, poets, and other intellectual confectioners."

BELIEVE it or not, the man who wrote that was filling the City Temple (he built it in 1874) twice every Sunday up to his death in 1902, and had been for many years in the big money of the religious world as both preacher and writer. These stupid, ill-couched phrases, nearly all expressing untruths, were typical of the man, yet had wireless been invented in his time he would almost certainly have been the star performer on the air, where his lusty invective, his wild and whirling words would have had many admirers. And yet I'm sorry that the Temple he laboured so well to build and filled so long with his crude eloquence should at last have gone up in fire—and smoke. No dog smokes, indeed, and one might add that no horse ever asks for a pink gin or a bottle of Chateau Yquem. Which "ministers" did Parker mean to associate with editors? Surely not prime ministers!

AMONG the worst offenders in paper-wasting are the numberless organizations that bombard the charitable—i.e. known subscribers to charities—with frequent circular letters. I have been able to add to my stock of miscellaneous unused envelopes many a score, sent to me by these "appeal secretaries." One importunate institution has sent me no fewer than four "repeats," each consisting of (1) the containing envelope with a 2½d. stamp, (2) a printed reply envelope unstamped, (3) a four-page imitation typewritten letter with actual signature, and (4) a pictorial leaflet with subscription form. That is typical of scores of appeals that come to my desk and soon after go into my salvage bin, except for the envelopes, which I save for using with pasted over address slips. The flood of such appeals, to which I have long been accustomed as a humble subscriber to more charities than I can now assist, does not seem to have lessened greatly in the drive for paper-saving. It must involve a high percentage of waste on the sums collected, quite apart from the valuable paper, so much of which, despite the ingenuity of the appeal secretaries, falls on stony ground. There is a case here, I think, for investigation.

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